

# THE ILLUSTRATED LONDON NEWS

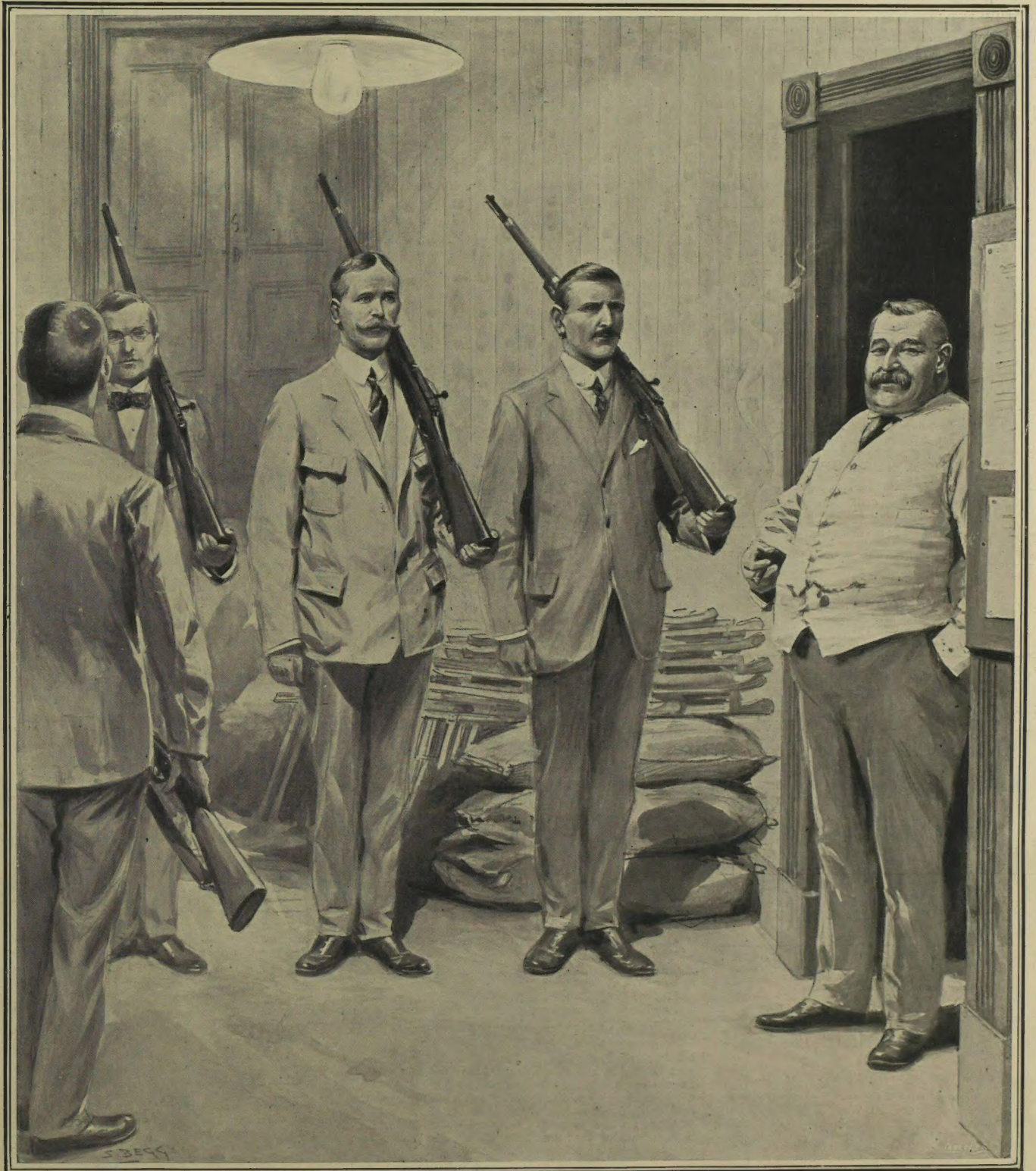
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## IN THE TROUBLED CAPITAL WHICH BRITISH SUBJECTS HAVE BEEN ADVISED TO LEAVE: MEMBERS OF THE BRITISH COLONY IN MEXICO CITY DRILLING IN PREPARATION FOR EVENTUALITIES.

The situation in Mexico City has recently caused increased anxiety, and Sir Lionel Carden, the British Minister in Mexico, has twice warned British subjects, especially women and children, to leave the country, pointing out that communication with the coast is becoming more difficult through the growing scarcity of fuel for trains. The British residents in Mexico City are said to number about 800, and Sir Lionel proposed to charter a special train, if enough of them agreed to leave, to convey them to Puerto

Mexico, *en route* for Jamaica. Meantime the men of the British colony have been vigorously organising defence in case of looting in the city, and 200 or 300 volunteers have been enrolled. Drill has to be done indoors. A leading spirit of the movement is Captain Verrey (on the right in our drawing) who has seen service in the Basuto, Ashanti, and Boer Wars, and in Northern India. Six blocks of houses in Mexico City are included in the area it is proposed to defend.

DRAWN BY S. BEGG FROM A SKETCH BY LIEUTENANT J. S. HICKS, R.M.L.I.



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## MUSIC.

"THE noble pleasure of praising" has been very much in vogue since the Russians came to Drury Lane this year, and for good reason. They have added more to the interest of musical life than any force that has been felt in England within the recollection of middle-aged men and women. Last week they gave us "The Legend of Joseph," by Richard Strauss, and "A May Night," by Rimsky-Korsakoff. Each is a really remarkable work, but it would be quite easy to overpraise either, for we are, perhaps, in danger of being dazzled by the excess of brilliance. The last word in stage decoration and costume, the newest note in music, the least-fettered form of action—all these attractions may well serve to challenge our critical balance.

"The Legend of Joseph" is the Venetian setting of the story of a debauched woman's passion for an innocent boy who dances to the music of angels borrowed from Gian Bellini and Carpaccio, and is rescued from the tortures of the torturers by a very superior being who has borrowed something from Donatello—or rather, one of his German followers—but not quite enough. Had the borrowing been complete, the wings would have given the angel less trouble.

The first scene has a magnificent setting that has borrowed not a little from the picture of "The Last Supper" in the Refectory of Santa Maria delle Grazie, or the still more flamboyant canvas of Paul Veronese; and the costumes are a feast to the eye. Potiphar and his wife sit apart from their guests, and are unforgettably bored by the dances of veiled and unveiled women and the mimic contests of the men; it is only when Joseph is brought asleep in a basket and deposited on the floor that the leading lady, who wears hose and trunks, is stimulated to any degree of interest. Truth to tell, the lad's dancing is not quite as good as the dances that preceded it, but the effect is so great that Potiphar's wife rewards the artless neophyte with jewels from her own neck.

The curtain falls for a change of scene, but the music continues, and in the dungeon Potiphar's wife has her great and rather unpleasant scene with the boy, whose refusal to be tempted leads to his accusation and to the preparations for torture from which the ill-winged angel delivers him, leaving the disappointed lady to strangle herself in singularly unconvincing fashion. Musically, the work is hardly satisfying; we expect so much from Dr. Strauss that it hardly suffices to dress in radiant polyphony little or nothing that is really striking.

There are numberless clever strokes of orchestral illustration, and there is much Wagnerian influence; but there is more than a suggestion that Dr. Strauss is not keenly interested in Joseph, and has regarded him as a good young man for whom some rather commonplace melody should suffice. If one is content to look for brilliant passages and wonderful devices, the score will provide them in plenty; it is only when the work is considered as a whole in relation to the libretto that the unevenness of the achievement is realised.

"A Night in May" does not do justice to Rimsky-Korsakoff. To the full extent that he has relied upon Russian folk music, dances, and games the score is a joy; but when he seeks to invade the territory of the Italians, and to write love-songs and duets that are extremely long, he ventures on unfamiliar and uncongenial ground. "The Millet" song and dance with which the opera opens, the "Hopak" danced by the village drunkard, and the game of "Raven" played by the water-nymphs in the last act, are purely Russian—so, too, is the Cossack dance to the accompaniment of bandora and tambourines, and these things rightly rouse an audience to enthusiasm. In the matter of characterisation, too, Rimsky-Korsakoff is a master: he can suggest in the orchestra the salient characteristics of his leading characters; but he has written a dull overture, some of his recitatives are quite uninteresting, and the whole operatic scheme is loosely knit. Recalling the composer's achievement in other works, "A Night in May" is singularly unsatisfying; and, to make matters worse, the comedy element is ruthlessly curtailed, presumably in order that a ballet may be added to the evening's entertainment. The Russians have set their own high standard, and must be judged by it. The new tenor, M. Smirnov, has a voice of moderate volume and beautiful quality; as the Mayor, M. Belianin sings and acts well enough to reconcile the audience with his forbidding make-up; Mme. Petrenko sings the Italian-Russian music very finely.

At Covent Garden, Boito's "Mefistofele" has received a timely revival, and with Signor Didur conspicuous in the name-part, Mr. McCormack as Faust, and Mme. Muzio as Marguerite. It is a work replete with musical interest, and is heard to great advantage. Léon Bakst has provided new and impressive scenery, and Signor Polacco conducted the performance with sympathetic understanding.

A remarkable concert was given at the Queen's Hall last week, when Dr. Richard Strauss directed the Queen's Hall Orchestra, and Mme. Gerhard was the soloist. Dr. Strauss conducted three of his tone-poems and Mozart's G-minor Symphony. The tone-poems are, perhaps, the composer's finest work, and received a memorable interpretation; while, as far as Mozart is concerned, it is common knowledge that Dr. Strauss's admiration for that mighty master is unbounded. Mme. Gerhardt's songs were by Mozart and Strauss, so that the programme was quite homogeneous, and in a season of remarkable concerts this one will rank among the very best.

Nikisch brought the London Symphony Orchestra's brilliant season to a close in the beginning of last week with a concert in which the music chosen seemed to appear in its noblest aspect. The First Symphony of Brahms was surely never heard even in Queen's Hall to greater advantage. Those of us who in the old days felt a little doubtful about Brahms, and thought him cold and austere, may well have been diminished heads. He was greater than we knew. Nikisch and Steinbach have proved splendid tutors.

## PARLIAMENT.

IN the division in the House of Commons on the second reading of the Finance Bill, after an exhaustive debate in which the Prime Minister himself took part, the Government majority fell to 38—a dangerously small majority for a vital measure. Not only did the O'Brientes, for Irish reasons, vote in the Opposition Lobby, but the Labour Members so far deserted their Ministerial friends as to abstain from any share in the division. What had satisfied the Liberal group led by Mr. Holt had displeased Mr. Ramsay Macdonald's followers, who joined with the Unionists in condemning the postponement of the new grants to Local Authorities, and who objected, moreover, to the money thus saved being devoted to the abatement of income tax. Censures were at the same time pronounced on the Treasury by several Liberals, who complained of its having become a spending department instead of a controller of expenditure, and there was a general feeling of dissatisfaction on account of the manner in which the financial proposals of the year were being submitted. This feeling became acute on the Unionist side on Monday, when, according to Mr. Austen Chamberlain, the Chancellor of the Exchequer "muddled his own muddle." The scheme of legislation, recast a week previously, was again altered. The idea of having two Finance Bills was abandoned, and it was proposed that the provisions dealing with grants for Local Authorities, instead of forming a separate measure, should be added to the Revenue Bill, which contains a clause authorising the collection of its information with a view to the division of rateable value between land and improvements. Against this procedure, which Radicals regarded as adroit, Mr. Chamberlain protested strongly. There was, on the other hand, a complete absence of party feeling in the debate on the Foreign Office vote, the criticism of such Unionists as Lord Ronaldshay, Sir Mark Sykes, Mr. Baird, and Mr. Aubrey Herbert being quite friendly in tone, although highly skilled and well-informed. Questions relating to Persia and the Persian Gulf were specially discussed. Lord Ronaldshay assumed, with satisfaction, that the Foreign Secretary was adopting a forward policy in Persia; and Sir Edward Grey, while denying that our arrangement with the Oil Company meant an increase of "imperative obligation," admitted that he would have preferred if the Admiralty had been able to make its arrangements inside the British dominions, but maintained that this had been proved impossible. He stated that he had opened a friendly discussion with the Russian Government as to the general effect in Persia of the Anglo-Russian Convention, which had, in some respects, worked to our disadvantage. Meanwhile, all our own controversies continue to be conducted under the shadow of the Ulster question, which has been treated so inadequately—from the Unionist point of view—by the Home Rule Amending Bill. To this the Peers have been giving the gravest attention.

## OUR RUSSIAN SUPPLEMENT.

WITH this issue we present our third Russian Supplement, and one which we feel sure will prove as interesting and as rich in information as its predecessors, which were published on July 19, 1913, and May 25, 1912. The present Supplement has for frontispiece a reproduction of a very striking portrait of the Emperor of Russia painted by Seroff, and there are twenty-eight pages of interesting articles and illustrations dealing with all phases of life in the land of the Tsar. Two beautiful full-page illustrations in colour by Cyrus Cuneo, R.O.I., give vivid impressions of the characteristic *décor* of the Russian Ballet as seen at Drury Lane during the present Beecham season. The progress and present and future of the Russian Empire are fully dealt with in a special article, and there are numerous photographs of great interest of the Russian Army, on manoeuvres and on parade, and illustrating the various types of soldier at work. Photographs and letterpress deal exhaustively with all the principal cities and industries of the Russian Empire, and with the picturesque peoples who live and work there, with special references to the great chain of railways which links them all together. Particularly interesting, too, are the details and illustrations of the famous giant Russian aeroplane, which has flown with sixteen passengers at once.

## OUR LITERARY SUPPLEMENT.

AS we are giving with this number a large Supplement dealing with Russia, it has been decided to postpone to our next issue the Literary Supplement which usually accompanies the first number in the month. It will consequently appear in our issue of July 11.

## A THREE DAYS' "REVOLUTION" IN ITALY.

(See Illustrations.)

ON another page we give some remarkable photographs illustrating the recent disturbances in the Romagna, a region in the north-east of Italy in the neighbourhood of Ravenna. The railway strike had partly interrupted communications, and by cutting telegraph and telephone wires the revolutionaries completed the isolation of the district. They then roused the populace by spreading announcements that a Republic had been set up, that the King had fled to Montenegro, and that his Ministers had also been compelled to leave the country. In disseminating their agitation they used 32,000 cycles and motor-cars. Excited mobs collected in Ravenna, Ancona, Mezzano, Villanova, Alfonsine, and other places, and did much damage by burning and pillaging churches and public buildings. At Ancona the famous Anarchist Malatesta presided over a kind of revolutionary tribunal. At Falconara Marittima a Committee of Public Safety was established, under the presidency of Signor Arturo Gironzi. All means of communication were closed, and those who wished to leave the territory had to obtain passes issued by the Committee. One of these permits is reproduced among our illustrations. Eventually troops arrived, and after three days the "Republic" came to an inglorious end.





By G. K. CHESTERTON.

TO me modern journalism has long been growing as mysterious as hieroglyphics; but wherever (for one moment) it is not mysterious, it is highly symbolic. Which also is like a hieroglyphic. I cull this example from a current daily paper; quoting it simply as it stands—

Two excellent releases, one of which is calculated to make a strong appeal to lovers of the historic, will shortly appear at the kinemas. These are "Physical Culture in Australia," depicting a girls' gymnastic class at drill and exercise, and "Famous Churches of England."

Now I have no doubt that the writer of this paragraph meant that the historic interest was in the English churches, not in the Australian gymnasts. But it seems to me that the mere order, being a matter of instinct, is important. And I wonder how many readers did not feel it fully natural that the gymnastics should be mentioned in such a connection. Also I wonder how many people know what a release is: because I don't. But something in the wording of the sentence gave me a snatch at that everlasting lost clue—the clue that leads to the central riddle and the central failure of Imperialism. Why are the old countries alive, and the new countries dead? In other words, why would most of us rather look at a church crumbling in Essex than at a class drilling in Australia? To a healthy man, girls from Australia are an inspiring sight, like girls from anywhere: those who do not understand that do not understand morality. On the other hand, churches in Essex are, if anything, rather a depressing sight. All along the East Anglian coasts (but more in Suffolk and Norfolk) can be found the shrunken town almost covered by the shadow of its huge church-tower. It dates from the time when all that rural England was rich, and could build what was once a cathedral over what is now a hamlet. Even in these the remains of religious civilisation have been battered by sectarianism and betrayed by neglect: and are therefore, in a sense, a sad sight. Yet why do you and I (or most certainly I) think them as cheerful as "Pickwick," when they are compared with this their rival—when falls on our ears the cold and hollow words, "Physical Culture in Australia"? If anyone says he does not feel this, he is deficient in culture—or in candour. Australian ladies are beautifully trained; and English churches are abominably neglected. But, after all, the test of the issue between Central Civilisation and Colonial Civilisation is which goes to which. It is the cleverest and most successful son of a Colonial family who is encouraged to see the magic of Venice or the glory that was Greece. It is not the cleverest or most successful son of a European family, certainly not of an English family, who is encouraged to see the magic of Melbourne or the glory that was Botany Bay. No colony, so far as I know, has ever become permanently greater than the principality that really founded it. Holland is still larger than Java: so much larger that it does

not occur to us to compare them on the map. Spain is still larger than Peru. And the brute fact of history is still the exact opposite of Mr. Kipling's epigram: it is "What do they know of Empire who do not England know?"

But, as I think I remarked, the real use of reason is to find the meaning of instinct. It is very often the justification of it. And I think this can be found in the case we here discuss. It is not easy to define our instinct about the English churches and the Australian girls. Most men avoid churches. Most

instinctively we all feel that no such sudden novelty will come out of "Physical Culture in Australia." The girl at drill and exercise may swing a club; but she will not sling it like a boomerang. It will not (alas!) kill the instructor and then return gracefully to her own graceful hand. There is nothing savage about Physical Culture in Australia. Nor would she, if asked to draw a diagram on the blackboard, draw anything that could for one moment be mistaken for one of Mr. Dyson's cartoons. In other words, the Colonial society, with all its other superiorities, very seldom has the note of novelty, as compared with its parent society. Girls' gymnastic classes in Sydney may be new, but probably not so new as they were in Surbiton. We do not really feel that we should find anything fresh in such new schools. And that is exactly what we feel we may find in the old churches.

I give in this case, as in the other, an instance as it occurs. In any first-class carriage you may meet a man who thinks that Bacon wrote Shakespeare; and he will probably tell you long before you have pulled the communication-cord that Bacon was a secret master of the Rosicrucians. In any third-class carriage you may meet an angry Irishman who maintains that such secret societies still exist, and are a poison in politics. He will quote, for example, the Orange Lodges of Belfast. But both these fanatics, though a trifle tiresome when taken in large quantities, refer back to the fact that there really have been secret societies in Europe ever since the Eleusinian Mysteries, and long before.

Now, anybody walking up the Strand can turn a corner and walk into the Temple of the Templars. They were the knot that was cut, very cruelly, upon this precise allegation. The Templars were accused of seeking to govern society by wealth and by a secret. If they had a secret it has never been found. If they hadn't a secret—well, I suppose it will be found.

But of that mere problem of the power of a secret society, we are much more likely to get information from an old church than from a Colonial gymnastic class. The problem has been a highly modern one, from the days of the Camorra to the days of the Black Hand. Yet there is not one single old church in England, or in Italy, or France, or South Germany that may not contain some touch or turn of the chisel or the brush that would reveal the whole truth about the terrible mystery of the Templars.

That, I think, is why we see again the parable of the old pagan sage. Colonials come to cathedrals; cathedrals do not run after Colonials. The only solution I can suggest is that the new societies have no mysteries.

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TWICE BOUGHT BY SIR HUGH LANE—THIS TIME FOR 13,000 GUINEAS: TITIAN'S FAMOUS PICTURE, "THE MAN WITH THE RED CAP."

The sale of Titian's "Man with the Red Cap" last week is one of the romances of the auction-room. It was bought from Italy in 1773 by Mr. Methuen, and was bought in at 91 guineas at Christie's in 1876. In 1906 it was bought by Sir Hugh Lane for 2100 guineas, and he in 1911 sold it to Mr. Grenfell for £30,000. Last week, at the sale at Christie's of the Grenfell Collection, Sir Hugh Lane repurchased the picture for 13,000 guineas.

REPRODUCED BY COURTESY OF SIR HUGH LANE.

men do not avoid girls. And yet the instinct remains rigid; and is a reality.

So far as I can see, the distinction is in a simple but not sufficiently familiar fact. One cannot find any new things in the new countries. One can, quite seriously, find new things in the old churches. The only absolutely original thing that ever came out of Australia was the boomerang. And that had been invented by the savages without a word of assistance from a white man. There is one other original thing that has come out of Australia; the caricatures of Mr. Will Dyson. But this also is something of a boomerang: for so young a genius could not have been so bitter unless the social conditions in his birth-place were almost as abominable as in ours. But



## LEADERS IN LAWN-TENNIS: PROMINENT FIGURES IN THE GREAT CHAMPIONSHIP MEETING AT WIMBLEDON.

PHOTOGRAPHS BY SPORT AND GENERAL NEWS ILLUSTRATIONS, L.N.A., AND ILLUSTRATIONS BUREAU.



1. MR. MAURICE GERMOT, PROBABLY THE BEST DOUBLES PLAYER IN FRANCE.
2. MR. A. R. F. KINGSCOTE, RECENTLY SELECTED AS ONE OF THE FOUR REPRESENTATIVES OF ENGLAND IN THE DAVIS CUP THIS YEAR.
3. MR. S. N. DOUST, A FAMOUS AUSTRALIAN PLAYER.
4. MR. A. H. LOWE, WINNER OF SEVERAL CHAMPIONSHIPS.
5. MR. NORMAN BROOKES, A FAMOUS AUSTRALIAN PLAYER AND FORMER OPEN SINGLES AND DOUBLES CHAMPION (1907).
6. MR. A. E. BEAMISH, A FORMER REPRESENTATIVE OF ENGLAND IN THE DAVIS CUP.

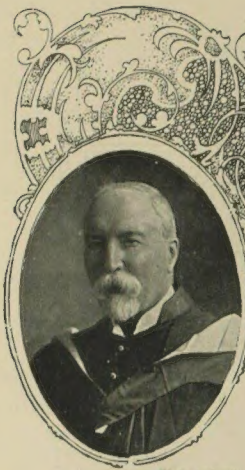
7. MR. F. G. LOWE, A FORMER MEMBER OF THE DAVIS CUP ENGLISH TEAM.
8. MR. P. M. DAVSON, A FINE ENGLISH PLAYER AND FORMER WINNER OF THE COVERED COURT SINGLES CHAMPIONSHIP.
9. MR. H. ROPER BARRETT, WHO WON THE FINAL OF THE ALL-COMERS' SINGLES AT WIMBLEDON IN 1911 AND REPRESENTS ENGLAND IN THE DAVIS CUP THIS YEAR.
10. MR. J. C. PARKE, WINNER OF MANY CHAMPIONSHIPS, INCLUDING THE IRISH CHAMPIONSHIP SIX YEARS IN SUCCESSION AND ALL-ENGLAND MIXED DOUBLES CHAMPIONSHIP IN 1910, 1911, AND 1913, AND MEMBER OF THE ENGLISH TEAM FOR THE DAVIS CUP THIS YEAR.

11. Mlle. BROQUEDIS, A WELL-KNOWN FRENCH LADY PLAYER.
12. MRS. PARTON, WINNER OF THE MIXED DOUBLES CHAMPIONSHIP AT WIMBLEDON, WITH MR. T. M. MAVROGORDATO, IN 1911.
13. MR. W. C. CRAWLEY, WINNER OF SEVERAL COUNTY CHAMPIONSHIPS AND REPRESENTATIVE OF ENGLAND IN THE DAVIS CUP IN 1909.
14. MRS. LARCOMBE, WINNER OF THE LADIES' SINGLES CHAMPIONSHIP IN 1912.
15. M. MAX DECUGIS, ONE OF THE BEST-KNOWN OF THE FRENCH PLAYERS AND WINNER OF SEVERAL FRENCH CHAMPIONSHIPS.

16. MR. T. M. MAVROGORDATO, WINNER OF THE MIXED DOUBLES CHAMPIONSHIP, WITH MRS. PARTON, IN 1911 AND REPRESENTATIVE OF ENGLAND IN THE DAVIS CUP THIS YEAR.
17. MR. M. J. G. RITCHIE, WINNER OF THE ALL-COMERS' SINGLES, WIMBLEDON, IN 1909, HOLDER OF MANY CHAMPIONSHIPS, AND TWICE WINNER OF THE GENTLEMEN'S DOUBLES WITH MR. A. F. WILDING.
18. MR. A. W. GORE, WHO WAS OPEN SINGLES CHAMPION IN 1901, 1903, AND 1909, AND WHO QUALIFIED TO MEET THE CHAMPION IN THE ALL-COMERS' SINGLES AT WIMBLEDON IN 1899, 1901, 1903, AND 1912.

Interest in lawn tennis is stronger this season than ever, and the great meeting at Wimbledon has attracted thousands of visitors, more especially as it has been favoured with so much fine weather. We give on this page a number of photographs of the most prominent players taking part in the tournament, shown in attitudes characteristic of their play. The four caricatures—of Mr. A. F. Wilding, M. Max Decugis, Herr Otto Froitzheim, and Mlle. Broquedis—are the work of a well-known French artist, M. L. de Fleurac. It should be added that Herr Froitzheim, the young German player who is representing his country in the Davis Cup, has been doing great things at Wimbledon recently in the present meeting. In the semi-final of the Singles Championship he defeated Mr. T. M. Mavrogordato, after previously beating Mr. Parke. In the final Herr Froitzheim had to meet Mr. Norman Brookes, the winner then challenging the holder, Mr. A. F. Wilding. In 1909 Herr Froitzheim won the South of England Championship, and in the last nine years he has carried off numerous prizes on the Continent. Among other things he was Doubles Champion of Europe (with K. von Lersner) in 1907 and German Open Champion in the same year. He has also won the World's Hard Court Championship at Paris.





Photo, Lafayette.

SIR JAMES CAIRD,

Who has given £24,000 to the Shackleton Antarctic Expedition.

than £175,000 to the city of Dundee for various objects, including £100,000 for a new City Hall and municipal offices, and £25,000 for a public park. He has also given £24,000 for a Cancer Hospital, and £100,000 to the British Association.

The new Trustee of the British Museum, in succession to the late Sir W. Anson, Professor George Gilbert Murray, of Oxford, is an Australian, being the third son of the late Sir Terence Murray, President of the Legislative Council of New South Wales, and he was born in Sydney. He left Australia at the age of eleven, and was educated at Merchant Taylors' School and St. John's College, Oxford. He is a great authority on Greek, and many of his verse translations of Greek plays have been performed.

The late Lord Wemyss, who died last Tuesday at the age of ninety-five, was one of the founders of the Volunteer movement, and one of the most famous "free-lance" politicians of the age.

He only held office once, as a Lord of the Treasury from 1853 to 1855, but his powerful influence has been frequently felt in contemporary politics. As Lord Elcho he became famous with the general public as one of the most energetic organisers of the old Volunteer Force, and his name will always be associated with the Elcho Shield. He was one of the London Scots who were called upon to found the London Scottish, and he held the command until 1879, when he became Honorary Colonel. He resigned the latter position in 1900 as a protest against the introduction of the Territorial scheme. Another of his services to national defence was the foundation of the National Rifle Association.

Sir Hugh Bell, who presented the Queen with a case of rare old silver as a personal gift from the Joint Dock Committee on the occasion of the opening of the new dock at Hull, is a great iron-master and colliery owner, director of Brunner, Mond, and Co., the North-Eastern Railway Company, and many other industrial concerns. His wife, a daughter of the late Sir Joseph Olliffe, is an author and dramatist. Several of Lady Bell's plays have been produced in London; and she has written several books of plays for children in English and French.

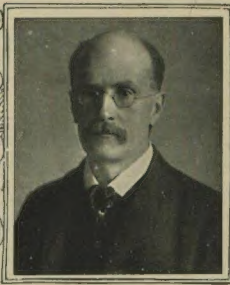


Photo, T'act.

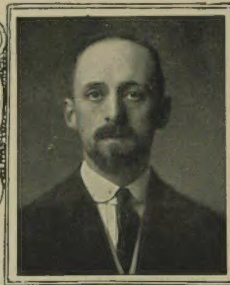
DUKE BERNARD OF SAXE-MEININGEN,

Who Succeeds his Father.

#### PORTRAITS AND PERSONAL NOTES.



Photo, Elliott and Fry.

PROFESSOR G. GILBERT MURRAY,  
The new Trustee of the British Museum.

Photo, Swaine.

SIR HUGH LANE,

Who has Repurchased his famous Titian for 13,000 guineas.

discoveries of ancient cities and relics, and he has published innumerable books on the subject of the ancient Egyptian dynasties.

Sir Hugh Lane, who bought the "Man with a Red Cap," by Titian, at Christie's in 1876, sold it to Mr. Grenfell in 1911, and repurchased it last week, is Hon. Director of the Municipal Art Gallery, Dublin, and Governor of the Irish National Gallery. He is a well-known collector of works of art.

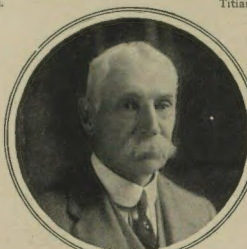
Sir W. S. Wright, Chairman of the Hull and Barnsley Railway Board, was prominent in the ceremonies connected with the royal opening of the new dock, as he is also Chairman of the Humber Conservancy Board. He was educated at Westminster and Cambridge.

The Crown Prince Alexander of Serbia has been appointed Regent during the illness of his father. It is believed that the regency may be of long duration, as this is the first time King Peter has provided a Regent during any of his absences.

The South African farmers now visiting England were received by the King at Buckingham Palace last Saturday. They were severally presented to the King and Queen, who shook hands and conversed with each of them. The proceedings were quite informal, and after the presentation the party strolled through the grounds in company with their Majesties.

His Highness the Duke of Saxe-Meiningen, who died last week at the age of eighty-eight, made a life's work of the reform of the German theatre, and the "Meiningen troupe" is now famous. He first gave a fit setting to Shakespeare and the great German classics. He was three times married, his last wife being Fraulein Helena Franz, the leading actress in his Court Theatre, whom he created Baroness Heldburg. In his earlier life Duke George II. played a considerable part in German politics, and was one of those who saw the dawning of the modern Empire. His father, Duke Bernard, was loyal to Austria in 1866, and, when the Prussian troops entered Meiningen, abdicated rather than join the North-German Confederation. Duke George, on the other hand, had always been a friend of Prussia, and served in the Prussian Army.

The new Duke of Saxe-Meiningen is a son of the late Duke by his first wife, Princess Charlotte of Prussia, and he is married to the eldest daughter of the Empress Frederick. Like his father, he has deeply studied Greek literature and art, and is honorary doctor of many universities. He is popularly known as "Bernard the learned."



Photo, Lafayette.

SIR W. S. WRIGHT,

Chairman of the Hull and Barnsley Railway.

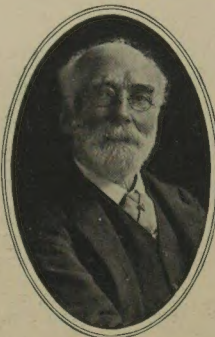
becomes Lord Mayor of Hull by the King's announcement on the occasion of the opening of the new dock last week. His Majesty said, in reply to



Photo, Newspaper illus.

SOUTH AFRICAN FARMERS RECEIVED BY THE KING AT BUCKINGHAM PALACE.

the address of welcome from the Corporation, "I have very great pleasure in declaring that henceforth the chief magistrate in this city shall bear the title of Lord Mayor of Kingston-upon-Hull."



Photo, Lafayette.

SIR HUGH BELL,

Interested in the new Hull Dock.



Photo, Lafayette.

MR. H. HARGREAVES,

Now Lord Mayor of Hull.

Professor Flinders Petrie, who has been appointed President of the British Constitutional Association, has been Edwards Professor of Egyptology of University College, London, since 1892, and is the greatest living expert on Egyptian excavation. From 1880 until 1911 he was hard at work in Egypt making the most wonderful



Photo, Stanley.

THE CROWN PRINCE OF SERBIA,

Who is Acting as Regent for his Father.



Photo, Reichardt and Lindner.

THE LATE DUKE OF SAXE-MEININGEN,

Who Reformed the German Theatre.



# FROM THE WORLD'S SCRAP-BOOK.

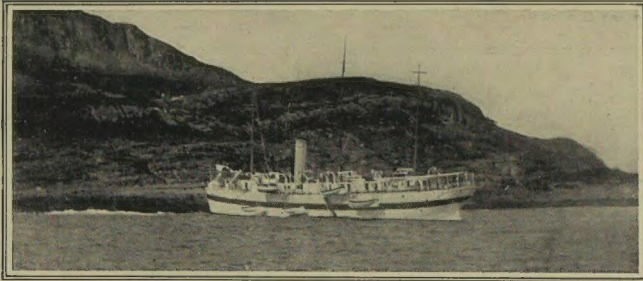


Photo. MacDougall, Oban.

ASHORE ON THE ISLE OF MULL: THE HISTORIC HOSPITAL-SHIP "MAINE" OF BOER WAR FAME.

The "Maine," which was attached to part of the Home Fleet off the West Coast of Scotland, recently went ashore in a fog on the Isle of Mull, and has been abandoned by the Admiralty. The patients were safely removed. The "Maine" was the gift to the Nation of the women of America during the South African War.



Photo. Alfieri.

ALL SAVED THROUGH WIRELESS TELEGRAPHY: THE RED STAR LINER "GOTHLAND" WRECKED ON THE SCILLY ISLANDS.

The "Gothland" (7600 tons) owned by the Belgian American Line, bound from Montreal to Rotterdam, recently struck in a thick fog on the Gunner Rocks off the Scilly Islands. There were 281 people on board, and no lives were lost. The St. Mary's and St. Agnes' lifeboats and the mail-steamer "Lyonesse" went to the rescue in response to wireless calls.



Photo. Underwood and Underwood.

AFTER HIS TEAM HAD WON THE POLO CUP: LORD WIMBORNE "CHAISED."

Lord Wimborne and his polo team which so dramatically won back the Polo Cup in America recently received a great ovation after the second and deciding match. Lord Wimborne and the team received

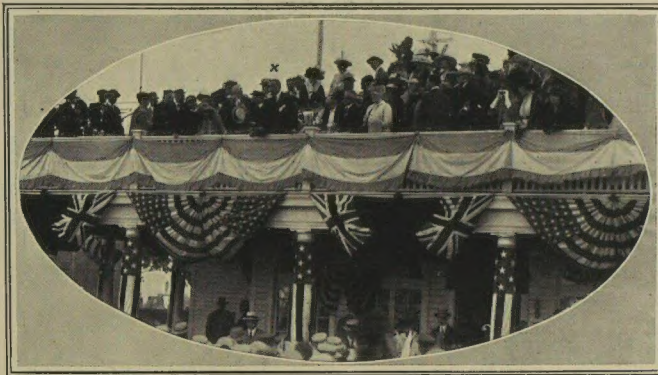


Photo. Pictorial News Co.

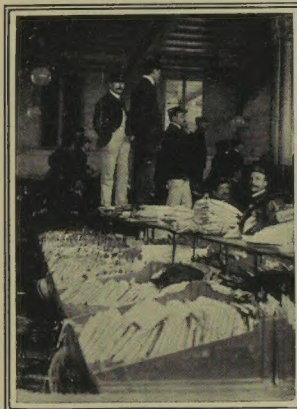
"I DON'T THINK I EVER HAD A HAPPIER MOMENT IN MY LIFE": LORD WIMBORNE, WITH THE CUP, ADDRESSING THE CROWD.

the Cup on the roof of the pavilion, and he made a short speech, in which he said: "I don't think I ever had a happier moment in my life."



Photo. Pictorial News Co.

AFTER THE GREAT VICTORY: LADY WIMBORNE CHEERED.



THE POSTAL STRIKE IN PARIS: A STRIKE MEETING HELD INSIDE THE OFFICES.

A few days ago London was surprised to see on its posters "No mails from Paris this morning," the reason being that there was a strike in the Paris General Post Office, due to the Senate delaying to pass a Bill to improve conditions in the postal service. The postmen stoned a force of police sent to deal



ON STRIKE IN THE CENTRAL POST OFFICE IN PARIS: OFFICIALS WITH FOLDED ARMS ALLOW THE MAILS TO ACCUMULATE.

with them. About a million postal packets were held up owing to the strike. 3000 loyal postmen who had finished their night's work on the upper floors were barricaded by strikers below. They tried to get food by means of ropes, but the police interfered.



Photos. Branger.

FOOD SUPPLIES FOR LOYAL POSTMEN BARRICADED IN THE PARIS POST OFFICE.



Photo. Illus. Bureau.

"YOU'VE SUNK MY SHIP!" CAPTAIN KENDALL GIVING EVIDENCE AT THE INQUIRY INTO THE "EMPRESS OF IRELAND" DISASTER.

Captain Kendall in his evidence said that after being picked up and taken on board the "Storstad" he said to her captain, "You've sunk my ship. You were going at full speed." After that he collapsed and became unconscious.

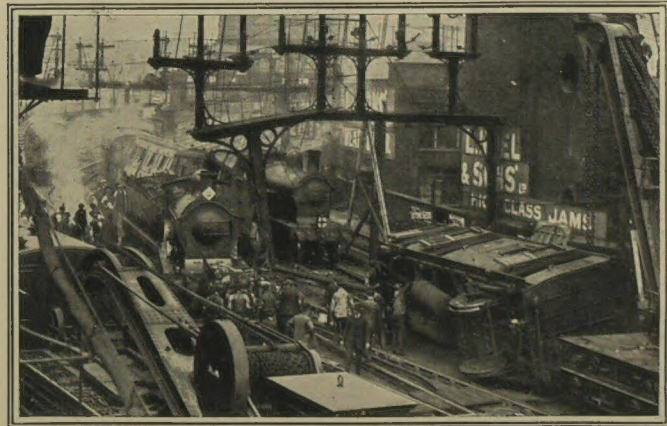


Photo. C.N.

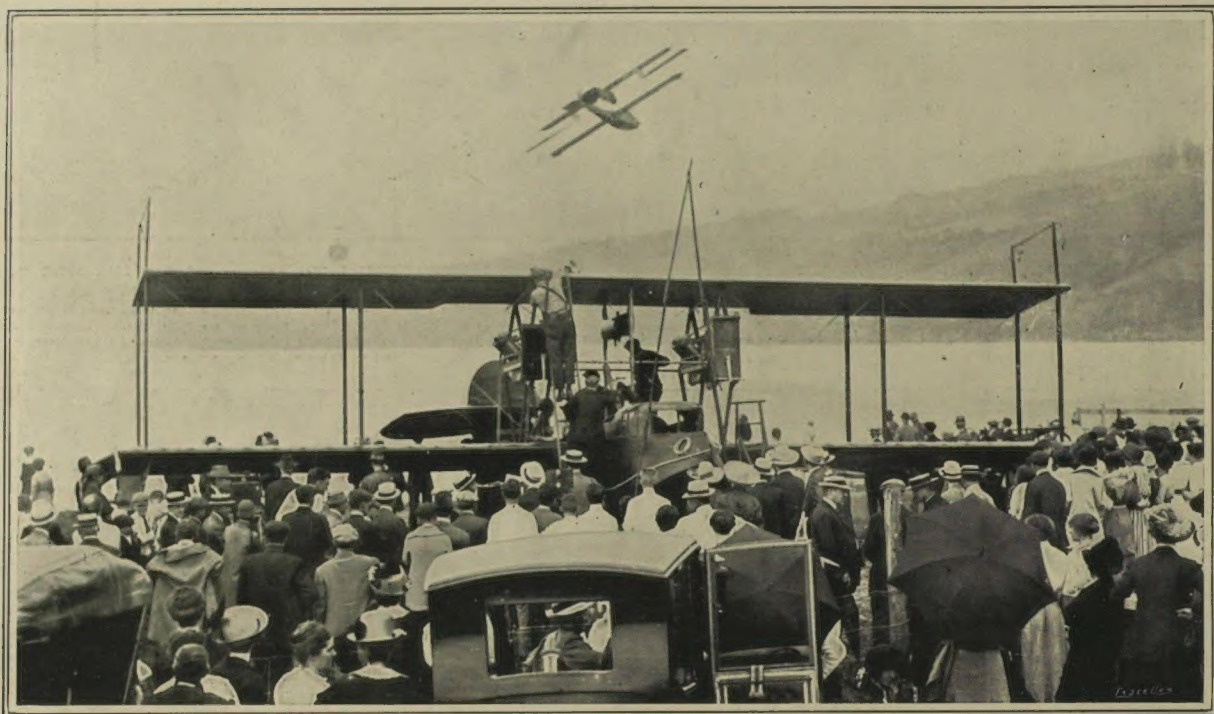
WHERE ONE LIFE WAS LOST: THE WRECKAGE AFTER THE COLLISION OUTSIDE CANNON STREET STATION.

On June 27 the 9.18 a.m. train from Cannon Street to Hastings, on the South Eastern and Chatham Railway, just after leaving Cannon Street ran into a train arriving from Plumstead. One carriage of the Plumstead train was overturned, one passenger in it being killed. Nineteen others were injured.

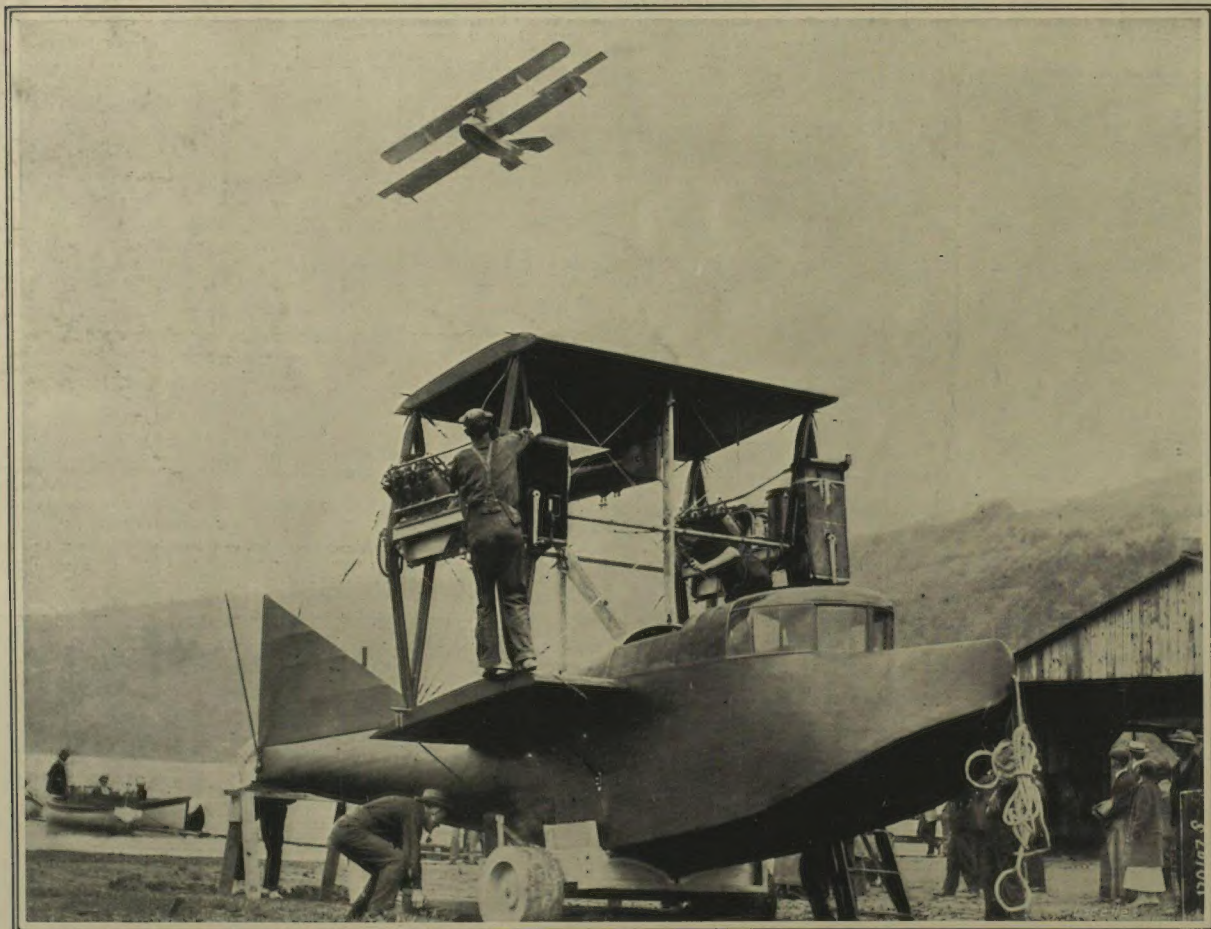


## PREPARING TO FLY ACROSS THE ATLANTIC: THE "AMERICA."

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD.



THE FIRST TRIAL FLIGHT OF THE GREAT WATER-PLANE IN WHICH LIEUTENANT PORTE HOPES TO CROSS THE ATLANTIC: FINISHING TOUCHES TO THE "AMERICA," WITH ANOTHER AEROPLANE IN THE AIR ABOVE.



JUST BEFORE THE LAUNCH OF THE "AMERICA" ON LAKE KEUKA: A SIDE VIEW OF THE MACHINE, SHOWING ITS WHALE-LIKE HULL.

Lieutenant Porte has recently been making trial flights on Lake Keuka, in New York State, with the great water-plane "America" in which he will attempt to fly across the Atlantic, accompanied by an American airman, Mr. George Hallett. The machine itself weighs 3000 lb., and is claimed to be a world's record in weight for water-planes, only one heavier, aeroplane of any kind having ever been constructed. During the trial trips her total weight in the

air, with passengers, and her petrol-tanks full, was as much as 5000 lb. On one occasion she took up eight newspaper correspondents. The cabin is so roomy that Mr. Hallett will be able to lie down at times when not attending to the engine. Owing to structural alterations found necessary, the Transatlantic flight may be postponed to September. Lieutenant Porte intends to fly from St. John's, Newfoundland, via the Azores, to England.



# A SCENE OF ASSASSINATION: SERAJEVO, THE DAMASCUS OF THE NORTH.

PHOTOGRAPHS 4 AND 5 BY CENTRAL NEWS.



1. REMARKABLE TOMBS: THE SPANISH JEWS' CEMETERY AT SERAJEVO.

2. SEEN FROM THE RAILWAY: A VIEW OF SERAJEVO.

3. SHOWING THE TOWN HALL (X) NEAR WHICH THE ARCHDUKE FRANCIS FERDINAND AND HIS WIFE WERE MURDERED:  
SERAJEVO—A GENERAL VIEW OF THE PRINCIPAL BUILDINGS.

4. VERY ORIENTAL IN APPEARANCE: THE MARKET PLACE AT SERAJEVO.

5. SHOWING SOME OF ITS THIRTY MOSQUES: SERAJEVO—ANOTHER VIEW.

Sarajevo, the scene of the assassination of the Archduke Francis Ferdinand and his wife, is the capital of Bosnia, which along with Herzegovina was annexed to Austria-Hungary in 1908. It is very Oriental in character, both as regards the people and the buildings, among which there are thirty mosques. Sarajevo lies on the River Miljacka, a tributary of the Bosna. On the right bank of the river is the commercial quarter, and on the

left that devoted to administration. The Town Hall is marked in our photograph with a cross. It will be remembered that it was while the motor-car containing the Archduke and his wife was on its way from the Town Hall that the fatal shots were fired, at the corner of the Appel Quay and of the Franz-Josef-gasse. Sarajevo has been called "the Damascus of the North."



# TESTING THE EQUIPMENT FOR A TRANS-ANTARCTIC EXPEDITION.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS.



SIR ERNEST SHACKLETON'S NEW TENT DESIGNED FOR PITCHING IN A HIGH WIND OR A BLIZZARD IN THE ANTARCTIC.



THE INTERIOR OF SIR ERNEST SHACKLETON'S NEW TENT FOR HIS TRANS-ANTARCTIC EXPEDITION.



A POSSIBLE SUBSTITUTE FOR THE USUAL DOGS: THE MOTOR-SLEDGE UNDERGOING SOME SLIGHT REPAIRS.



THE NEW MOTOR-SLEDGE WHICH CARRIED HEAVY LOADS AND SIX MEN WHILE TOWING ANOTHER LADEN SLEDGE WITH TWO PASSENGERS.



ATTIRED IN THE COSTUME WHICH THEY INTEND TO USE ON THE TRANS-ANTARCTIC EXPEDITION.



THE LEADER OF THE EXPEDITION: SIR ERNEST SHACKLETON, IN A KIT SUITED TO ANTARCTIC CONDITIONS.

Sir Ernest Shackleton, who, it may be mentioned, has just received a gift of £24,000 from Sir James Caird, of Dundee, for the expenses of his Trans-Antarctic Expedition, recently tested his equipment for the journey under actual working conditions at Finse in Norway. He had with him a specially constructed tent, designed by himself and Mr. Marston, which proved very satisfactory in the difficult operation of pitching it in a high wind. Three men can do this in a few seconds in an emergency, while in fine weather it can be done by one man alone. Two motor-sledges were also tested, and one of them proved thoroughly satisfactory. It was fitted with a 30-h.p. Anzani engine

of the aeroplane type, and a large aeroplane propeller. The steering-gear consisted of two flippers mounted on outriggers and worked by pedals. On occasion the sledge carried heavy loads and six men, towing at the same time another sledge also loaded and carrying two passengers. The tests brought to light several structural weaknesses of a minor character which could not have been discovered by bench trials. Two members of the Expedition also underwent severe tests of the food to be used in the Antarctic. They lived exclusively on the Polar rations, and in spite of the hard work they were doing they could not consume more than a third of the amount allotted.



# IN THE WORLD OF WORK: THE KING AND QUEEN VISIT THE MIDLANDS.

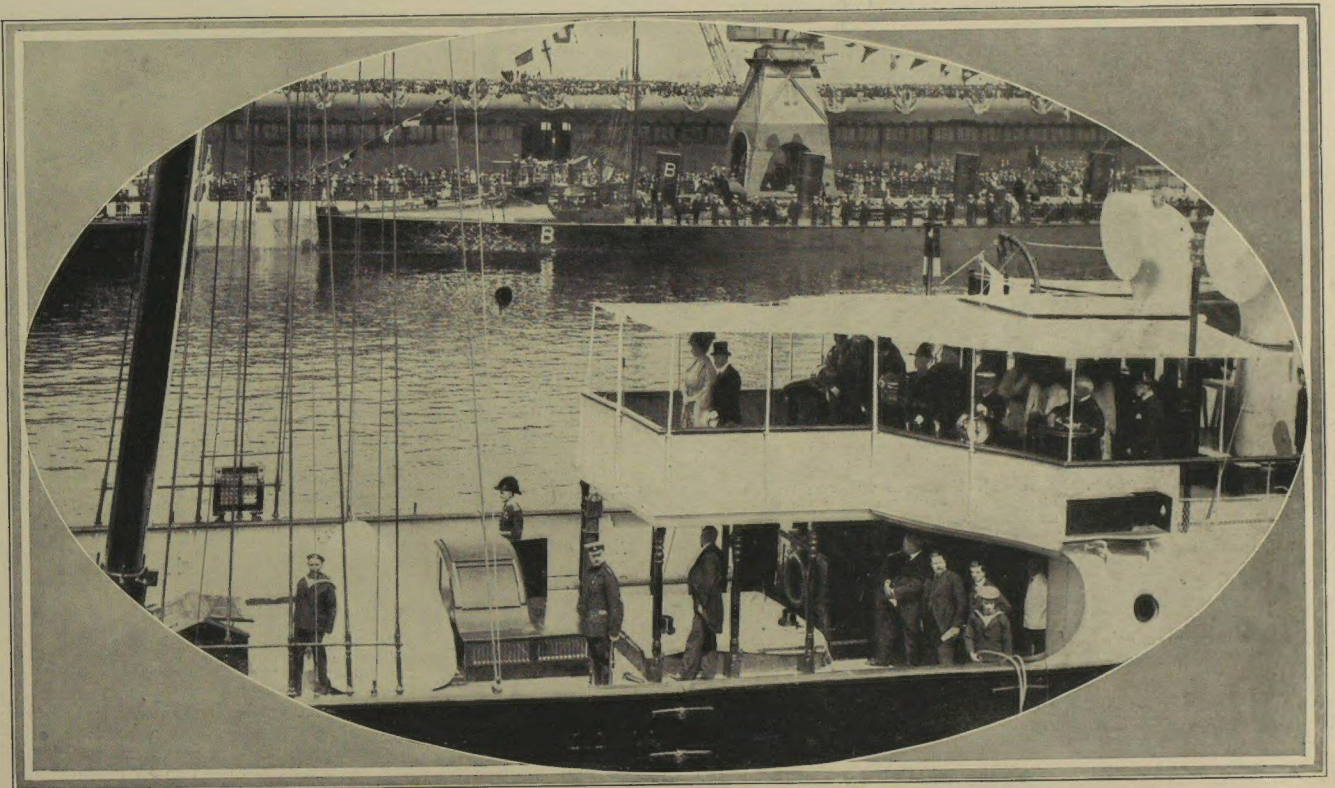
PHOTOGRAPHS BY CENTRAL NEWS, SPORT AND GENERAL, AND L.N.A.



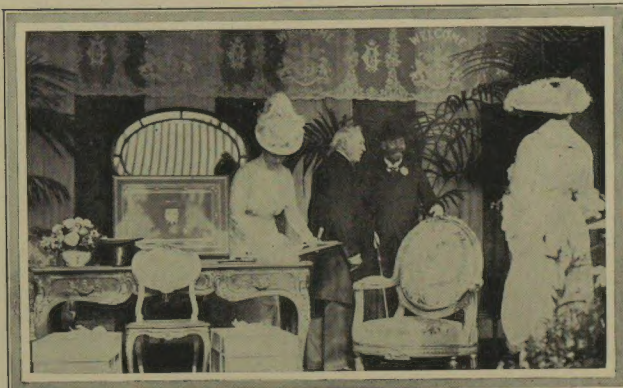
IN FOREST TOWN: THEIR MAJESTIES LEAVING A MINER'S COTTAGE IN A COLLIERY VILLAGE TWO MILES FROM MANSFIELD.



FOR THE COLLIERS' SICK AND MAIMED: HIS MAJESTY THE KING OPENING THE NEW HOSPITAL AT MANSFIELD, IN NOTTINGHAMSHIRE.

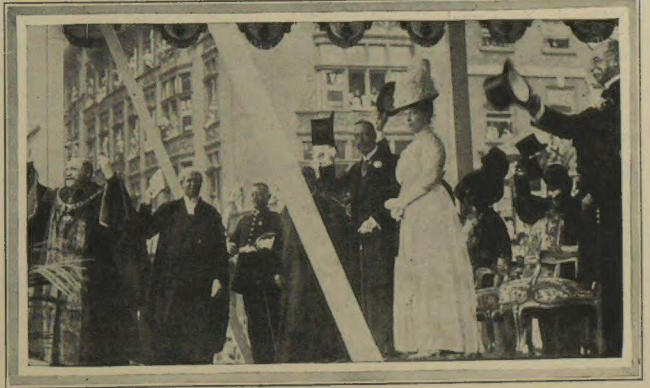


THEIR MAJESTIES AT HULL: THE KING AND QUEEN VISITING THE NEW DOCK WHICH HAS BEEN NAMED AFTER THE KING.



IN A GREAT NOTTINGHAM LACE FACTORY: HER MAJESTY THE QUEEN SIGNS THE VISITORS' BOOK AFTER HER INSPECTION OF THE PREMISES.

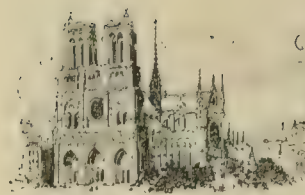
Last week their Majesties the King and Queen paid another of their now frequent trips to the industrial portions of the Kingdom which have so much endeared them to the working population. During the course of the three days' tour his Majesty the King opened, amid great ceremonies and rejoicing, the great new dock at Hull, which has cost over £3,000,000 to build, naming it the "King George Dock." His Majesty



IN NOTTINGHAM'S FAMOUS MARKET PLACE: THE KING ACKNOWLEDGING THE CHEERS OF THE CROWDS THAT GREETED HIM.

said he "noted with deep satisfaction the rapid progress of the trade of the port with all parts of the world." Other visits were made to the mining districts in the neighbourhood of Nottingham, particularly to Mansfield, where the King opened a new hospital, and to the lace and other factories of the town of Nottingham itself. At Forest Town, the model village of the Crown Farm Colliery, their Majesties visited a collier's home.





# BOOKS OF TRAVEL



HUNTING AND HUNTED IN BRITISH EAST AFRICA AND THE BELGIAN CONGO; AND MISSIONARY WORK IN MANCHURIA.

IT is a thousand pities that the majority of men and women who set out to hunt or to travel in country that has been thoroughly well explored feel it incumbent upon them to write a book. The result, in most cases, takes the form of a well-bulked volume published at a prohibitive price, tolerably illustrated, and filled with second-hand observation and trite reflections. It is necessary to pass a score of such volumes by in order to gather a few that deserve to be kept or even to be read. "AFRICAN CAMP FIRES," by Stewart Edward White (*Nelson*), is one of the few. The author is an American, and travelled in British East Africa to kill things. He took his own photographs, for which he may be forgiven; but he has crowded his book with them, and this is harder to forgive, for they limp very feebly in the wake of his highly spirited narrative. Mr. White is not only the happy possessor of a skilled pen, but he has the artist's gift for selection. He has chosen the incidents that matter and set them out very cleverly, so that the reader who merely proposed to glance through a few

Kalahari Desert. He can hardly be said to have achieved a success in any of these arduous tasks—as journalist and teacher he came nearest to finding satisfactory occupation—but he has seen the world in fashion unknown to the tourist, and the fruits of his experience make a story that stands by itself. Schoolmasters in any country that flies the British flag should place "A Wanderer's Trail" upon their list of prize books; they will search far and wide for a travel-work of equal interest; and though, of course, the author has seen much of the seamiest side of human life and character, he has not dwelt upon this aspect of his experiences. He contrived to keep up his spirits under most depressing conditions and through adventures that are quite thrilling. The account of the journey in a "coffin ship" is a very good example of descriptive writing; and the trek across the Kalahari Desert is brought home vividly to the reader. At the same time, Mr. Ridger is quite frank about the disadvantages as well as the advantages of the course he decided to pursue; and the honesty of his narrative is not the least of its attractions.

Another writer who has seen much of the world and played many parts in it is Mr. Reginald Davey Cooper, whose "HUNTING AND HUNTED IN THE BELGIAN CONGO" (*Smith, Elder*) is eminently readable. He has rivalled Mr. Ridger in the range and variety of his occupations, for he has worked on the gold-mines of the Rand, has been typist, postmaster, railway foreman, mason, saddler, bioscope-operator, motor-driver, clerk, actor, farm-hand, coffin-maker, and elephant-hunter. His book, edited by R. Keith Johnston, deals only with the Belgian Congo, and some of his observations are very shrewd. "The Belgians treat their natives like vermin; the British official, on the other hand, makes fools of them." Those of us who have travelled far and wide know this for truth the world over. Mr. Cooper's book leaves the reader with a grave doubt about the efficiency of any of the civilising agencies at work among the Congolese savages. He says that they deserve "vastly better treatment than they have had"; he pleads for a fuller understanding. This from a man who has been

always do their duty in this regard. It is a pleasant surprise to find a volume that has hardly a superfluous chapter, and is bound to interest every class of thoughtful reader. Such a work is "THIRTY YEARS IN MOUKDEN" (*Constable*), by Dr. Dugald Christie, C.M.G., a man who went to the famous Manchurian city when the presence of a foreigner came near to being an offence, and European doctors were supposed to indulge in diabolical practices at the expense of their unfortunate patients. The book, edited by his wife and dedicated to his children, is a record of personal impressions and Christian endeavour of the best sort; it is impossible to read it without keen admiration for a man who deliberately gave up his life to a signal service, and can write, after thirty strenuous years full of pain, travail, and disappointment, "It has been worth while." He pictures for us in simple language the wholesome change that the medical mission has wrought, and will convince many, if not all, his readers that the attempt to graft Christianity upon the Confucian stock is justified by the measure of noble effort that has been demanded by the endeavour.

When we remember how much interesting information an intelligent traveller can gather in a few months, the harvest of thirty years' close, sympathetic observation is hard to over-estimate. It fills Dr. Christie's pages to overflowing: the reader grudges his references to history and to matters that have been dealt with elsewhere. The difficulties of his work in early days were greatly increased by the patients' habit of consulting a "witch doctor" at the same time and ignoring the orthodox treatment. Details of the native Manchurian medical service are fascinating but unpleasant. It was only when Dr. Christie had learned to understand the ramifications of the ponderous etiquette and some of the movements of the Manchurian mind that the worst difficulties of his position were smoothed. To-day there are nearly thirty thousand Protestant Christian members of the churches, and in Moukden alone a thousand people gather on Sundays to the three houses of Christian worship. Perhaps the secret lies largely in the fact that the Church is Chinese in its organisation and administration.



Photo. A. R. P. De Lord, Zanzibar.

QUARRY OF THE NILE: A NINE-FOOT-SIX CROCODILE.

"Bang! bang!" in the still air over the Nile, the brute was sent reeling, its tail lashing the sand which rose in a cloud, the huge jaws snapping furiously. . . . One bullet had entered just behind the eye, and the other found its billet behind the shoulder. . . . The measurement was a little over nine feet six. . . . We succeeded in killing five that afternoon on the beach alone, besides others that disappeared in mid-stream, whose bodies it was impossible to recover before nightfall, when the density of the water increases as the temperature falls, and the carcasses rise again to the surface."

From "Hunting and Hunted in the Belgian Congo"; by Courtesy of the Publishers, Messrs. Smith, Elder.

chapters now and to take up the book again another day finds he can do nothing of the kind. He must follow the trip to its end, for the author holds his own until the last page is reached. Even then the reader is not quite satisfied, and turns to the title-page to note the list of other works from the same pen.

In "A WANDERER'S TRAIL" (*Grant Richards*) we meet a new author, Mr. A. Loton Ridger, who has crowded into four hundred pages material that would have sufficed a more frugal pen for a dozen volumes. Mr. Ridger found himself, in the days when boyhood and manhood meet, full of the wander-lust and the master of a ten-pound note. Being an Englishman, he was quite sure he could "muddle through somehow," so he took a tramp steamer out of Barry Docks bound for San Francisco by way of Cape Horn. He was out to earn a living and to see the world, and he did both. Nothing came amiss to him, from "beating the train" in the fashion practised by the "hobo" to splitting logs in a lumber camp, taking cattle to the Yukon, loading ships with flour, laying a cement "side-walk," acting as steward on a liner, teaching English in a Japanese school, mining on the Rand, running a cigar-store in Vancouver, helping to edit a paper in Korea, and trekking the "great thirst" of the

pursued by cannibals and has gone in danger of his life, is at least an unbiassed statement.

The records of the medical missionary in strange lands ought to provide good reading, but they do not

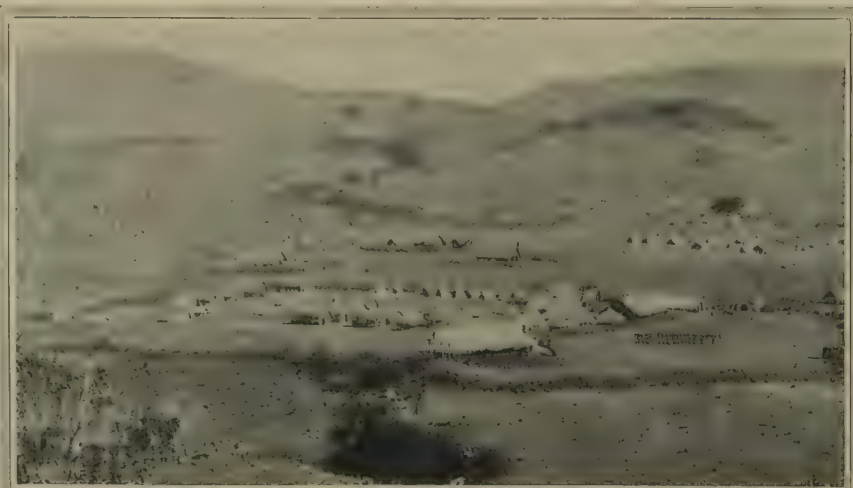


Photo. A. R. P. De Lord, Zanzibar.

AN OUTPOST OF EMPIRE: A "FORT" IN BRITISH EAST AFRICA.

From "Hunting and Hunted in the Belgian Congo"; by Courtesy of the Publishers, Messrs. Smith, Elder.



# BROUGHT ABOUT BY A RAILWAY STRIKE: "REVOLUTION" IN ROMAGNA.

PHOTOGRAPHS BY PIERINO REZZI.



1. BURNT AND PILLAGED BY THE REVOLUTIONARIES: THE CHURCH AT MEZZANO.

2. IN THE NAME OF THE ITALIAN REPUBLICAN PARTY: A PASS ISSUED BY THE REVOLUTIONARY COMMITTEE OF PUBLIC SAFETY AT FALCONARA-MARITTIMA.

3. THE INTERIOR OF THE CHURCH AT MEZZANO BURNT OUT BY REVOLUTIONARIES.

4. SACRILEGIOUS HAVOC IN A CHURCH AT RAVENNA: THE HIGH ALTAR OF SANTA MARIA DEI SUFFRAGI AFTER THE REVOLUTIONARIES HAD PILLAGED IT.

5. WHERE A POLICE OFFICER WAS KILLED: THE PREFECTURE AT RAVENNA.

6. A COUNTER-DEMONSTRATION IN NAPLES: LOYALISTS CARRYING A PORTRAIT OF THE KING OF ITALY.

7. THE HOTEL DE VILLE, ALFONSINE, AFTER THE RIOT.

For three days recently something like revolution reigned in the country round Ravenna, in the north east of Italy, a district whose population is largely composed of Republicans, Socialists, and Anarchists. Taking advantage of the general railway strike in Italy, the revolutionaries cut the telegraph and telephone wires, and proclaimed

a Republic. Some 17,000 rebels marched into Ravenna, and shortly afterwards the Republic was proclaimed at Mezzano, Villanova, and Alfonsine. The rabble pillaged churches and other buildings and set them on fire. Troops were hurried into the district and the "revolution" came to an inglorious end. (See article elsewhere.)



# A GREAT SOCIETY SPORTING CENTRE IN THE HEART OF LONDON.

DRAWN BY E. BLAMPED.



WATCHING THE POLO: A GAY GATHERING AT RANELAGH DURING A MATCH.

Ranelagh is one of the sights of London, and, of course, much fine polo is seen there. Indeed, from May 1 of each year until July 31, the Polo Season at Ranelagh is one of picturesque and, seemingly, never-ending activity. Ranelagh

itself is in the grounds of the old Kit-Cat Club, whose meetings were held in a room specially built for the purpose by Jacob Tonson, the bookseller, who lived in a building formerly known as Queen Elizabeth's Dairy.



## THE SINGLES CHAMPION: A GREAT LAWN-TENNIS PLAYER.

PHOTOGRAPH BY ELLIOTT AND FRY.



TO BE "MET" BY THE WINNER OF THE ALL-COMERS' OPEN SINGLES AT THE CHAMPIONSHIP MEETING AT WIMBLEDON:

MR. A. F. WILDING, THE CHAMPION.

Mr. Anthony Frederick Wilding was born at Christchurch, New Zealand, on October 31, 1883, son of Frederick Wilding, who taught him lawn-tennis on asphalt and grass courts in New Zealand, and was seven times a winner in the Doubles Championship of New Zealand. Mr. A. F. Wilding won the Handicap Singles at the New Zealand Championship Meeting when he was sixteen; and, later, won the

Freshmen's Tournament at Cambridge, and represented that University against Oxford in 1904 and 1905. Since then, it need scarcely be pointed out, he has had many important wins. He is Singles champion. The winner of the All-Comers' Open Singles at the Championship Meeting at Wimbledon will play him for the title of champion.



## THE ARCHDUKE'S SUCCESSOR: THE HEIR TO THE HAPSBURG THRONE.

PHOTOGRAPH BY L. N.



THE NEW HEIR-PRESUMPTIVE TO THE AUSTRO-HUNGARIAN CROWN: THE ARCHDUKE CHARLES FRANCIS JOSEPH  
WITH HIS WIFE AND CHILDREN.

The Archduke Charles Francis Joseph, who has become Heir-Presumptive to the throne of Austria-Hungary on the assassination of his uncle, the late Archduke Francis Ferdinand, is the eldest son of the latter's younger brother, the late Archduke Otto, and his wife, the Archduchess Maria Josepha, sister of the King of Saxony. The new Heir-Presumptive, who is twenty-six, has been in the army since he was eighteen, and is now a Major in the 39th Regiment of Infantry. On

October 21, 1911, he married Princess Zita of Bourbon Parma. The marriage was favoured by the Emperor, and was very popular with the nation both on account of the personal charm of the Archduke and his bride and from the fact that the marriage promised eventually a more direct line of succession. Their elder child, the Archduke Francis Joseph Otto, was born in November 1912, and they also have a little daughter born more recently.



## ASSASSINATED AT SERAJEVO: THE ARCHDUKE AND DUCHESS.

PHOTOGRAPH BY ADRIE



THE ASSASSINATION OF THE HEIR TO THE AUSTRO-HUNGARIAN THRONE AND HIS WIFE: THE LATE ARCHDUKE FRANCIS FERDINAND AND THE DUCHESS OF HOHENBERG, WITH THEIR CHILDREN.

The wedding of the Archduke Francis Ferdinand, Heir-Presumptive to the Austro-Hungarian throne, and Sophie Duchess of Hohenberg, who were both assassinated at Serajevo on June 28, took place at Reichstadt in Bohemia on

July 1, 1900. The marriage was a morganatic one. They had three children: Princess Sophie, born on July 24, 1901; Prince Maximilian, born on September 29, 1902; and Prince Ernest, born on May 27, 1904.



## SCIENCE AND NATURAL HISTORY

IN QUEST OF  
THE BOOKOF SACRED  
SCIENCE.SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF  
PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS

## SCIENCE JOTTINGS.

SIR DOUGLAS MAWSON'S ORNITHOLOGICAL  
DISCOVERIES IN ANTARCTICA.

THE amazing story of Sir Douglas Mawson's adventures in the wilds of the Antarctic the world already knows; but of his scientific achievements, which were considerable, we have at present only an indication. By his courtesy, and that of Mr. Heinemann, who is to publish the whole history of this fine piece of exploration, I am enabled to say something of his additions to our knowledge of the birds of these regions of Death and Desolation. The details will appear in the volume we are all so much looking forward to in the autumn. Sir Douglas has contrived, within the space of a brief letter, to provide me with much more information than I can conveniently use in the short space allotted to me; and hence I propose to make a few selections therefrom, leaving my readers to discover the rest in his book.

In the first place, then, it has been his good fortune to solve two ornithological riddles which had baffled all previous explorers. These were to find the breeding-place of the Antarctic and silver petrels. Their secret has been well kept, but Sir Douglas has wrested it from them. Previous explorers had hazarded guesses. My poor friend Dr. Edward Wilson, who lies where he so heroically fell, had often discussed this point with me. He believed it would be found in the Balleny Islands, or on Scott Island. But Sir Douglas has at last found the silver petrel nesting "on the coasts of King George Land, and Adélie Land." The subjoined photograph of a bird on its nest was taken on Stillwell Island, off the coast of Adélie Land. This bird, it should be mentioned, has been known to ornithologists for a century and a quarter. In appearance it closely resembles the British fulmar petrel. It feeds, apparently, mainly on small floating species of crustacea, though occasionally small fish, resembling herrings, have been found in its stomach.

The Antarctic petrel seems to have been first mentioned in Cook's voyages. In its general appearance it presents a striking contrast with the silver petrel, having the upper parts of a rich chocolate brown. Having regard to the fact that the two birds live in the same environment, this is a point not to be lost sight of. For more than a hundred years they have kept the secret of their nesting-place. But Sir Douglas Mawson found them breeding "in Queen Mary Land, and on the coast of

Adélie Land. An enormous colony of them was photographed at Cape Hunter, Adélie Land." Most of us who are interested in these matters will await the

appearance of this photograph with impatience.

The nesting-place of the Cape pigeon—which is really not a pigeon at all, but a petrel—was found for the first time by the Bruce Antarctic Expedition, in the South Orkneys, in 1902. Here they found colonies of thousands, and it seemed that this, indeed, was their citadel. But Sir Douglas Mawson has brought to light the surprising fact that they also breed on the coasts of Queen Mary Land and King George Land. These southern nesting-places are the more interesting because the Cape pigeon ranges over such an enormous area, extending as far north as the Equator, while the silver and Antarctic petrels never leave the Antarctic area.

In some respects, the most interesting of Sir Douglas Mawson's ornithological discoveries is the fact that Queen Mary's Land is the sanctuary of a great rookery of emperor penguins, vastly bigger than any found by previous explorers. But for the Scott expeditions, indeed, this would have been the only colony known. When visited, Sir Douglas tells me, this colony contained more than 7000 young birds. That these wonderful birds must have other nesting resorts was always maintained by the late Dr. Wilson, and his views have been abundantly justified.

Sir Douglas, furthermore, has not only discovered long-sought-for nesting-places. He has also, apparently, discovered at least one new species of bird. This is a petrel, of which also the eggs have been obtained. He regards it as a species of *Prion*, one of the most remarkable of the petrels on account of the strange armature of the mouth. For the upper jaw is provided with a long fringe of horny lamellae, recalling the balen, or "whale-bone" of whales, and serving a similar purpose; that is to say, as a strainer for its food. This consists of minute crustacea which are found floating in myriads even in these icy seas. To accommodate this fringe the beak is enormously wide, recalling that of the shoe-billed stork.

We must await with what patience we can conjure up for Sir Douglas Mawson's account of these most important discoveries; for perchance he will be able to tell us something further of the habits of the petrels whose nesting-place he has at last found for us. This in itself is an achievement of which he may well be proud.

W. P. PYCRAFT.



HOW POSTAGE STAMPS ARE PRINTED IN THE UNITED STATES:  
AN INGENUOUS ROTARY MACHINE.

The United States Postal Service uses up about 40,000,000 stamps daily. The ingenious machine here shown, the invention of Mr. Benjamin R. Stickney, of the American Bureau of Engraving and Printing, prints upon dry paper supplied from a roll, gums the stamps, perforates and alits them, and discharges them in long strips coiled up like ribbon.

Photograph by Courtesy of the "Scientific American."



AN ORNITHOLOGICAL RIDDLE SOLVED BY SIR DOUGLAS MAWSON: A SILVER PETREL NESTING ON STILLWELL ISLAND,  
OFF THE COAST OF ADELIE LAND.

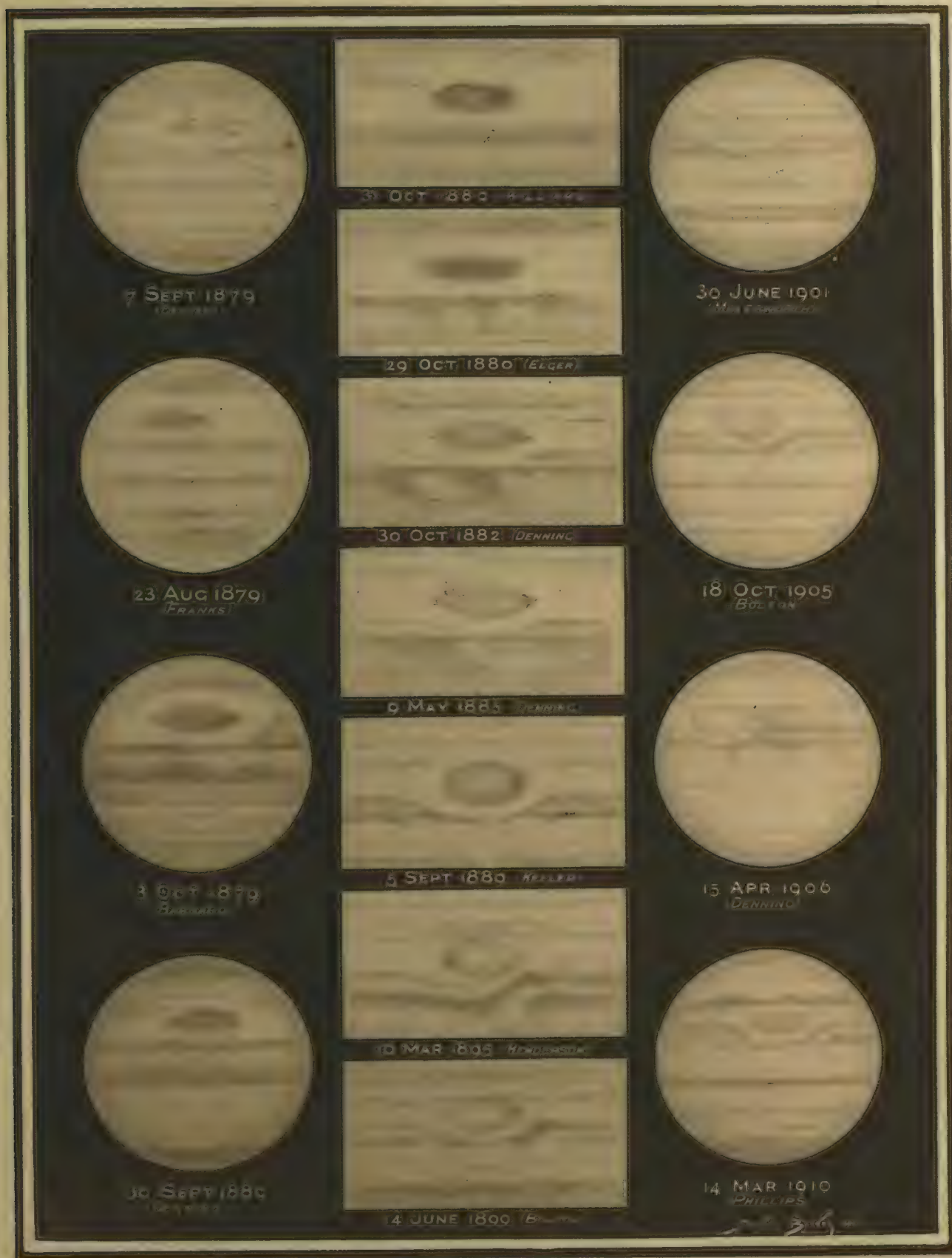
During his recent exploration in the Antarctic, Sir Douglas Mawson, one of the Birthday Knights, solved two ornithological riddles—to find the breeding-place of the Antarctic and silver petrels. Sir Douglas found the silver petrel nesting "on the coasts of King George Land, and Adélie Land."

Photograph by Courtesy of Mr. William Hennemann.



## WONDERS OF THE HEAVENS: IX.—IS JUPITER LAUNCHING A MOON?

DRAWN BY SCRIVEN BOLTON, F.R.A.S.



## THE POSSIBLE EVOLUTION OF A WORLD IN THE MAKING: THE GREAT RED SPOT ON JUPITER.

Describing this drawing, Mr. Scriven Bolton writes: "It is propounded that our earth, when once in a plastic condition, rotated on its axis so swiftly that the matter at the Equator could not adhere together, and a breach caused a portion to be fractured, which portion gradually separated from the parent planet. So, apparently, in the case of our cousin-planet Jupiter, whose rotational velocity at its surface is as great as ours used to be, there is at present a phenomenon which suggests an epoch in the evolution of moon-making. That puzzling object on its surface, known as the Great Red Spot, is not a fixture of the surface, or we might regard it purely as a volcanic vent emitting hot vapours. Its constituent properties

have never been ascertained. It possesses an extremely oblate spherical outline, and its major axis measures over 20,000 miles. Its slow irregular drift on the planet shows that while it is detached from the main globe, and is partially concealed by Jupiter's dense atmosphere, it moves round with the planet's axial rotation. This is especially noteworthy from the fact that theory tells us that our moon, in its early stages of evolution, was carried round with the earth's axial motion, all the while just grazing the surface, and that its distance therefrom increased through countless ages, and is increasing. The inference denotes a Jovian moon in embryo."



## THE MOST SUCCESSFUL FANCY-DRESS DANCE OF THE SEASON: THE SCENE AT THE MIDNIGHT BALL.

DRAWN BY OUR SPECIAL ARTIST, A. C. MICHAEL.



## TRANSFORMED FROM A RESTAURANT TO A BALL-ROOM IN A FEW MINUTES: THE SAVOY RESTAURANT, FOYER, AND WINTER GARDEN CONVERTED INTO ONE BIG BALL-ROOM

For all those who are familiar with the usual aspect of the famous Restaurant, Winter Garden, and Foyer at the Savoy Hotel, the idea of the sudden conversion of the whole into one vast ball-room must appear almost incredible. Yet this was the case on Thursday night, June 25, when the most successful dance of the season took place at the Savoy Hotel, the directors of which placed the whole of the Parisian Café, the Entrance Hall, the Foyer, the Winter Garden and the Restaurant, as well as the Banqueting Rooms downstairs, at the disposal of the organisers of the Midnight Ball in aid of the National Institute for the Blind. In spite of the fact that at one o'clock on the Friday morning the whole of this space had to be cleared for the holders of tickets for the Ball, the usual theatre suppers were served, the dancers being given their suppers in the banqueting-rooms downstairs. In an incredibly short time all traces of the usual supper-tables were removed, and almost as it were by the wave

of a wizard's wand, the Restaurant, Foyer, and Winter Garden were changed into a perfect and—no small point—cool, ball-room. The scene from the moment the guests entered the covered way to the courtyard, which had been converted, for this occasion only, into a huge reception-room, to the time when dancing was in full swing was of the gayest imaginable; and there is no doubt that the Ball was altogether a triumphant success. This result was in no small degree due to the scheme organised by our contemporary "The Sketch," by which about £3300 worth of gifts were distributed among the guests. It says much for the comfort and enjoyment of the dancers that a very large proportion remained to breakfast at the hotel. Altogether, the National Institute for the Blind is to be congratulated upon the great access to their fund which has been derived from this wonderful ball—so aptly named the "Amazing" Midnight Ball.



## BEHIND THE GRAECO-TURKISH QUESTION: A TRIO OF BATTLE-SHIPS.

PHOTOGRAPHS 1 AND 3 BY TOPICAL; 2 BY COURTESY OF SIR W. G. ARMSTRONG, WHITWORTH AND CO., BUILDERS OF THE "SULTAN OSMAN."



SOLD TO GREECE BY THE UNITED STATES, AFTER A GREAT DEAL OF DISCUSSION: THE U.S. BATTLE-SHIP "MISSISSIPPI."



THE TURKISH COUNTERBLAST TO THE GREEK NAVAL SUPREMACY: THE NEW IMPERIAL OTTOMAN BATTLE-SHIP "SULTAN OSMAN"—ON THE LEFT, THE IMPERIAL OTTOMAN YACHT "ERTHOGROUL"; ON THE RIGHT, THE IMPERIAL OTTOMAN CRUISER "HAMIDIEH."



SOLD TO GREECE BY THE UNITED STATES, AFTER A GREAT DEAL OF DISCUSSION: THE U.S. BATTLE-SHIP "IDAHO."

For a time, there was considerable fear of another Graeco-Turkish war; but at the moment of writing it would seem that this will be avoided. The question of the sale of the United States battle-ships "Idaho" and "Mississippi" to Greece was the subject of heated debates at Washington; and there were even pacifists who opposed the sale on the ground that it is safer to have two inferior battle-ships than to use the proceeds of their sale towards the construction of a Dreadnought, which it is understood is the United States Government's idea. The sale was authorised on

June 23. Meantime, the Turkish Embassy has denied that the Turkish Dreadnoughts are to leave for the Near East immediately, without waiting to complete their gun and steam trials. The Imperial Ottoman battle-ship "Sultan Osman" will be docked at Devonport, present arrangements holding good, on July 9, and remain about a week. The "Idaho" and the "Mississippi" date from September and December 1905, and have a normal displacement of 13,000 tons. The water-line length is 375 feet; the beam 77 feet; and the mean draught 24 2-3 feet.



## LINKING GERMAN NAVAL BASES: THE RECONSTRUCTED KIEL CANAL.

PHOTOGRAPHS BY RENARD.



AT THE TIME OF THE OPENING OF THE RECONSTRUCTED KIEL CANAL: SHIPS OF THE BRITISH SQUADRON VISITING KIEL HARBOUR;  
WITH A GERMAN MILITARY DIRIGIBLE ABOVE THEM.



AN ENDURING MONUMENT TO THE GERMAN EMPEROR'S "RESTLESS INTEREST IN THE WAR-PREPAREDNESS OF THE EMPIRE": THE KAISER'S YACHT  
"HOHENZOLLERN" AND THE RIBBON BARRING THE RECONSTRUCTED KIEL CANAL BEFORE THE OPENING.

The Kiel Canal, reconstructed at a cost of about £11,000,000, that the passage of the largest war-ships between German Naval Bases on the Baltic and the North Sea may be facilitated, was opened the other day by the German Emperor, assisted by three Grand Admirals of his fleet—Prince Henry of Prussia; Grand Admiral von Tirpitz, the Naval Secretary; and Grand Admiral von Koster, President of the German Navy League. In a dedicatory speech, the Imperial Home Secretary showed that the Canal,

which has been practically rebuilt, will serve in war-time, saying: "Your Majesty's great war-ships can now pass through the Canal," a waterway destined to be "an enduring monument" to the Kaiser's "restless interest in the war-preparedness of the Empire." The British Squadron did not take part in the ceremony, for obvious reasons of etiquette. The Flag officers were, however, received most courteously by the German Emperor; and officers and bluejackets had an excellent time at Kiel.

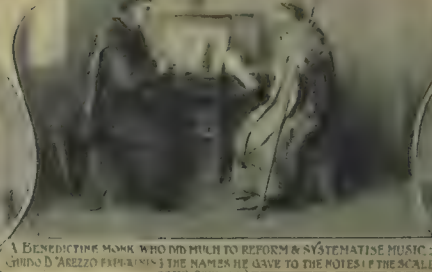


## Art, Music &amp;

## the Drama



THE ARCHITECT OR THEORETIC



A BENEFACTIVE MONK WHO DID MUCH TO REFORM &amp; SYSTEMATISE MUSIC: GREGG D'ARZEO PAPER MONSIEUR THE NAMES HE GAVE TO THE NOTES &amp; THE SCALE OF THE CENTURY



OBSOLETE: THE REGAL, A PORTABLE ORGAN WHICH MIGHT BE CARRIED IN PROCESSIONS

## ART NOTES.

THE biggest price of a great day last week at Christie's was the thirteen thousand guineas given by Sir Hugh Lane for the "Man in a Red Cap." The history, as far as we know it, of this beautiful picture provides a curious study in buying and selling. What price Mr. Methuen paid for it in Italy in 1773 is not known, but three years later it was put up at Christie's, and bought in for ninety-one guineas. We may take it that Mr. Methuen, like Sir Hugh Lane, held it in greater affection than most people, for the good reason that he knew it better than most people. Perhaps, in his heart, he already attached a fabulous value to a possession of such rare quality. At no time during the intervening years would it have been easy to match the "Man in the Red Cap." In 1906, Sir Hugh bought the picture for 2100 guineas, kept it for five years, then sold it to Mr. Grenfell for a properly Titianesque sum. When it appeared last week, his intention, obviously, was to re-buy. The sense of possession is not easily thrown off where keen and close affections are concerned, and if Whistler was allowed to hold life-long rights in his own paintings, whatever the money he received for them, some sort of permanent ownership may be claimed for the discoverer of a masterpiece. The "Man in the Red Cap" fell to Sir Hugh at 13,000 guineas: had the under-bidders cared to oppose him further, he would probably have risen to double that figure. But Messrs. Colnaghi and Obach must have been aware of his determination, and he was left a winner at a moderate figure—a moderate figure, that is, according to the modern scale of prices. While £7200, £5200, and £3000 are sums quite willingly given (as they were in this sale) for Romney portraits, and while Raeburn commonly commands such figures as £4000 and £3100 (to take last week's auction records as a sample), a Titian is under-valued at any thing below £30,000.

The advent of Mr. G. D. Smith, of New York, in Wellington Street was responsible for sensational figures at the sale of the Pembroke books. The products of the early presses fetched unheard-of prices under the spur of the stranger's generous



THE COMPOSER OF "LE ROSSIGNOL," WHICH RECENTLY HAD ITS FIRST PERFORMANCE IN ENGLAND, AT DRURY LANE: M. IGOR STRAVINSKY.

M. Stravinsky, it will be recalled, is also the composer of "Petrouchka" and "Le Sacre du Printemps." [Photograph by Saul Bransburg.]

rivalry. I am told by a man whose experience in regard to the collecting of *incunabula* is of the widest that Mr. Pierpont Morgan's death is responsible for the sudden increase of American activity. While

Mr. Morgan lived other buyers were shy; they knew the futility of attempting to rival that master of acquisitiveness. At his death three or four men of wealth began to collect: they are in fair competition one with another: and instead of buying, as Mr. Morgan did, in Europe, they are buying through American dealers. In many cases the enterprise of the Americans was of a somewhat wild quality. For books that ordinarily fetch about a hundred pounds Mr. Smith blithely gave one hundred and fifty; and lots which the boldest English bidders had resolved to secure at anything from three to five hundred pounds were run up to eight and nine. The things that were cheap were, strangely enough, the things that usually lead the young and affluent speculator into the greatest excesses. Caxton has a name for being expensive, but the Caxton prices last week were not fabulous. E. M.

## THE PLAYHOUSES.

LADY RANDOLPH CHURCHILL'S SUFFRAGE PLAY, "THE BILL."

THERE are ideas behind Lady Randolph Churchill's new play, which was to be seen at Prince of Wales' matinees last week, and plenty of brilliant talk, written by one who knows, about politics and the political game. But, *qua* play, it is amateurish work. The story is interesting, and even exciting at times, with its notion of a Minister's wife trying to blackmail a politician into supporting a Suffrage Bill to which he is opposed, and of another woman sacrificing her happiness to prevent her lover from falsifying his public record. And though we may say that the temptations which come in the way of the second Mrs. Lamson and the rising statesman, Sir John Lacey, and the circumstances which affect John Lamson's Bill scarcely happen, still every now and then the author gets us to lend a half-credence to her supposititious politics. It is the mechanism of her play—the

reliance on those inevitable compromising letters left about in satchels and allowed to come into unscrupulous hands—which betrays the prentice hand and most helps to spoil illusion. On the other hand, there are scenes of power in the comedy; there are evidences of clever brains and observation and first-hand knowledge in the dialogue, which turns on the exigencies of the party system and the unrealities of Parliamentary debate; while the talented author shows at every turn her insight into the feminine heart. Lady Tree as a society dame who loves plotting and intrigue; Miss Marie Doro, extremely charming and pathetic as a victim of politics; and Mr. Fred Kerr, exhibiting just the right British phlegm as the champion of the Suffrage—all did their playwright yeoman service, and succeeded in masking some of the weaknesses of her technique.

(Other Playhouse Notes elsewhere in the Number.)



MAURICE RAVEL'S MUSICAL VERSION OF AN EARLY GREEK ROMANCE: A SCENE FROM "DAPHNIS AND CHLOE" AS DANCED BY THE RUSSIAN BALLET AT DRURY LANE.

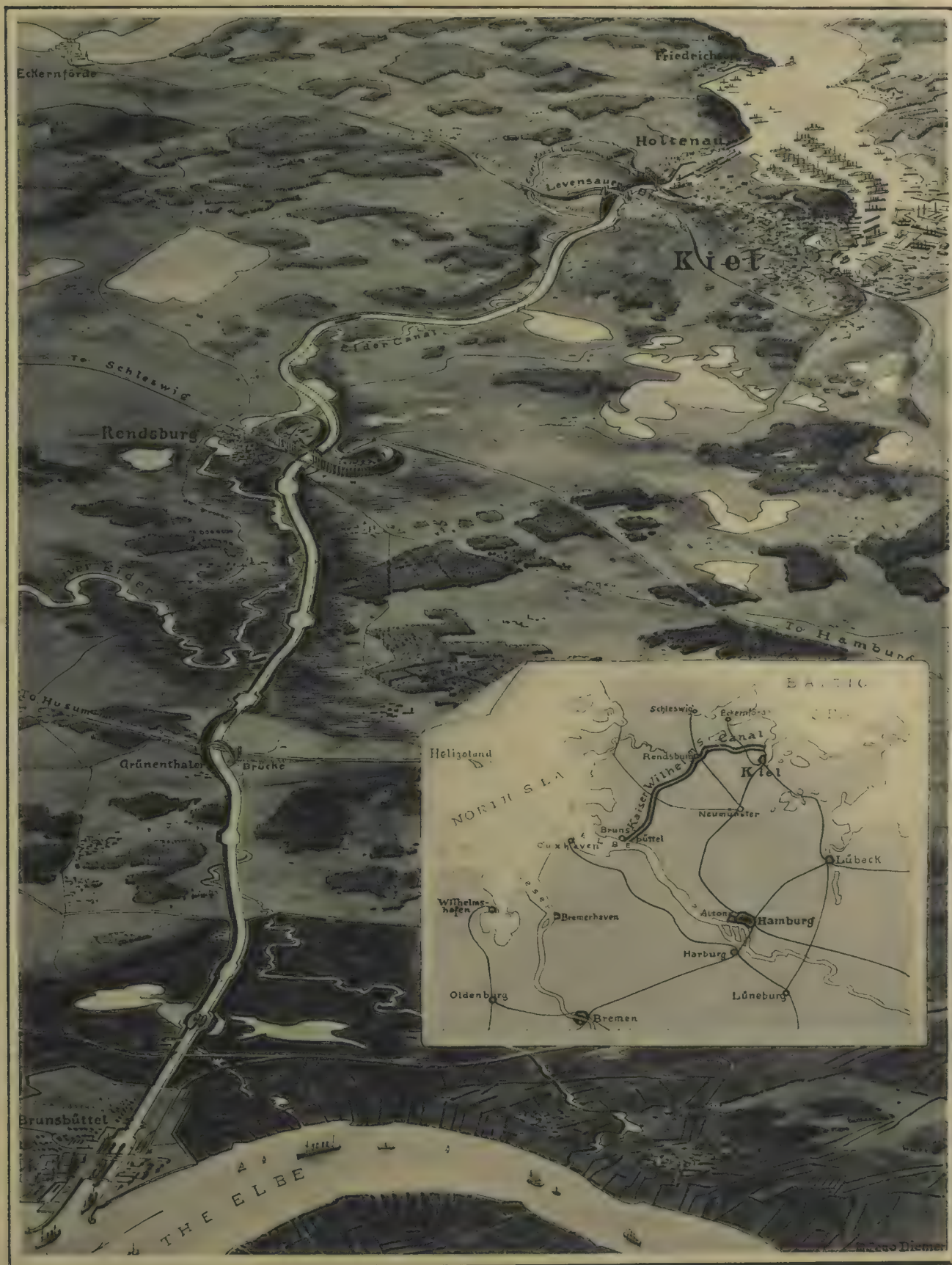
Photograph by Saul Bransburg.

Rarity does not seem to force the pace among the bidders in King Street. The liveliest and most general competition is for a familiar and even common class of canvas. Gainsborough, in this sale, and in two or three sales every year, commands many thousands of guineas. There is no hesitation where he is concerned: every collector has Gainsboroughs, and every collector wants them. The Gainsborough habit, like the Romney habit, is an easy one: it is an extravagance that comes naturally. Nobody, on the other hand, has Titians; and though everybody wants them, the habit of acquisition is not yet, and never will be, acquired. Opportunities for practising the pleasant luxury of possessing pictures like the "Man in the Red Cap" are so few and far between that nobody (as far as the auction-room crowd is concerned) knows how to do it.



# AN £11,000,000 NAVAL WORK: THE RECONSTRUCTED KIEL CANAL.

DRAWN BY M. ZENO DIEMER.



NOW ABLE TO CONVEY GERMANY'S LARGEST WAR-SHIPS FROM THE NORTH SEA TO THE BALTIC: THE KIEL CANAL. RECENTLY OPENED BY THE KAISER AFTER BEING RECONSTRUCTED.

As mentioned on another page, the Kiel Canal, Germany's great naval waterway between the North Sea and the Baltic, has been reconstructed at a cost of £11,000,000, and was formally opened the other day by the Kaiser. The Canal has been so enlarged as to admit of the largest Dreadnoughts of the German fleet passing through it. The total length of the Canal is about 61 miles, a few miles longer than the Panama Canal. The sluices near Holtenau, which are some 1072

feet long and 146 feet wide, are the largest in the world. It was at the Holtenau Locks, the gateway of Kiel Harbour, that the Kaiser took up his position while the Imperial yacht broke through a ribbon stretched across the locks. At a dinner in the evening he said that Germany must be in a position to carry out one of the best sayings of the Iron Chancellor: "We Germans fear God and otherwise absolutely nothing, and no one in this world."



## ILAM CARVE OVER FIVE HUNDRED TIMES: A FINE ACTOR.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY W. E. WEBSTER.



IN "THE GREAT ADVENTURE": MR. HENRY AINLEY AS THE SHY ARTIST.

Mr. Henry Ainley, who has made such a long and lasting success as Ilam Carve in "The Great Adventure," at the Kingsway, was born in Leeds on August 21, 1879. When he began his working career, it was as a bank accountant. Later, meeting Sir George Alexander (then Mr. Alexander) in a Northern town, he walked on as an amateur. Subsequently, he adopted the stage as a profession and joined Mr. F. R. Benson, with whom he remained for two years. His first London appearance was at

the Lyceum on February 15, 1900, when he played Gloucester in "Henry V."; while his first big hit was made when he was Paolo, in "Paolo and Francesca," at the St. James's, in March 1902. There was a time when some of his many admirers thought he was destined to be a beauty-part player only; but of late years he has developed his art on different lines, and is one of the most versatile of our actors. "The Great Adventure" reached its 521st performance at the end of last week!



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## NEW NOVELS.

## A Romance of Reality.

It is not always that one finds realism and optimism, humour, the romance of every-day life and a sense of its inescapable pathos, in a novel of to-day; but all go to make up "Johnnie Maddison," by John Haslette (Smith, Elder and Co.). Moreover, these may be added the propounding of a problem with which any of us may find ourselves confronted: whether it is the duty of a man to warn a girl of anything he may know to the detriment of her bridegroom-elect. The problem, in the case of John Maddison, is made the more complex as he, too, grows to love Molly Hatherell. The scene is, for the most part, Santa Malua, a "real vision," where the climate is tolerable—"taken with quinine," and the *dramatis personæ* are, chiefly, amusing, agreeable, trustable people, despite the taint of Molly's cantankerous old Aunt, that South America was known as the haunt of embezzlers, cut-throats, absconding bankrupts, and earthquakes." But when Molly arrived at Santa Malua, to face the disappointment of Serge, her fiancé's absence on business at the Puella mine, she soon found friends, chief of all being Johnnie Maddison. The love-story of Molly and Serge—a confirmed gambler and "the only man," as Mrs. Kepler said, "I know who is at once liked and despised"—is told with no little charm and strength; the humour is occasionally a little forced, but the book as a whole is permeated by broad-minded humanity and has a happy ending, as a romance of reality should.

Very American. So many good literary things have come out of America—once a sort of literary Galilee with critics—that we were not surprised to find "Little Faithful," the latest work of Beulah Marie Dix (Mills and Boon), very American indeed, but very charming. Apart from the dramatic interest of plot and

analogue, the book is distinguished by its fine sense of words and their delicate nuances of significance; and the one fault of the author is over-elaboration, which now and then gives a sense of looking at characters and incidents under a microscope. The women of the story are particularly well drawn, for American women writers know their sex, and write always with understanding and often with

and charming women, their collaboration as writers, and their comradeship as friends; and there is also a curiously unconventional love-story of Betty Willard and Hugo Mehling—the "Little Faithful" of the title—a young Lieutenant of the Brannenbruch Hussars, the incidents in whose life are unusual to the verge of incredibility, but are made the core of an admirably written story, which includes a vivid conception of the wreck of the *Titanic*.



IN THE FAIRYLAND OF THE WEST: THE CASTLE ROCK AT LYNTON.

"The most delightful place for a landscape painter this country can boast," declared Gainsborough of Lynton. It is also one of the most delightful places for a holiday for anybody. Special cheap facilities are now offered by the London and South Western Railway Company to tourists, enabling them to visit all the beauty spots of the neighbourhood at from 6d. to 11d. per day. Details may be obtained of the Superintendent of the Line, Waterloo Station.

keen sex-loyalty. The feminine interest commences on the first page, where we find Vashti Leissner holding a December tea in the mellow-brown living-room of Palgrave Hall, Boston, for the Alumnae of Ambrazon College, and Elizabeth Willard, a brilliant young authoress. "Little Faithful" is largely concerned with these two interesting

vice he adds drunkenness and gambling, sinking lower and lower. We see him in later stages obsessed by the illusion that he is a wolf, and we leave him a squalid, hopeless wreck. That the book is sincere, justifies scenes which are little less than an emotional orgy; though there are passages of beauty and pathos.

## A Study in Temperament.

An unimpeachable "moral" may condone the grossness of Zola, or the horror of Ibsen's "Ghosts," genius justifying the choice of subjects. Much the same argument might be advanced in regard to "Vandover and the Brute," by Frank Norris (Heinemann). Written nineteen years ago, after strange vicissitudes: peril by earthquake and peril by fire, the manuscript was discovered, the author identified. It is a terrible picture that the author of "The Pit" paints in this story, nothing less than the tragedy of a man wrecked, body and soul, by the brute element in his nature. There is a grim fascination in watching the descent of Vandover from his student days and ways at Harvard to his ultimate ruin. But, as in Zola and in Ibsen, this study of a lost soul has a power which impels respect for a method unpardonable in a mere horror-monger. The sting of the tragedy lies in the fact that Vandover is not wholly bad. He has some fine instincts, rather than qualities, but all are swept away by impulses of animal passion. He returns from Harvard to San Francisco, a "charming fellow," but before long the "brute" in him leads to debauchery; and to his major

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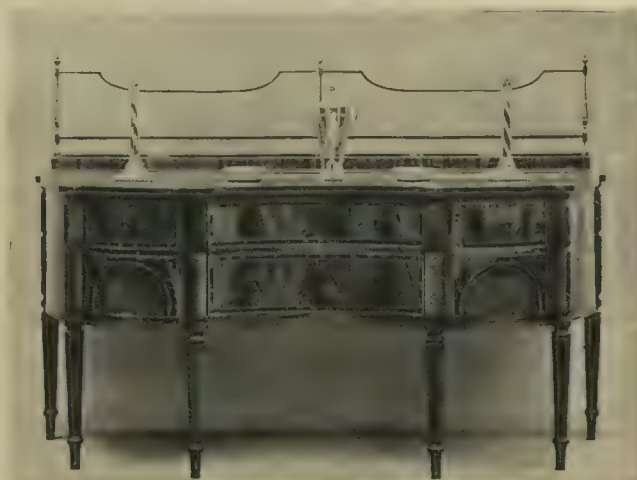
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## THE PLAYHOUSES.

## "THE BELLE OF NEW YORK." AT THE LYCEUM.

FIFTEEN years ago, "The Belle of New York" took London by storm with its revelation of the pace and vivacity of which American musical comedy is capable. Since then it has had many successors from the States, but few rivals, as the fact that, despite its long run, it can be revived again now and reveal no signs of being worn or hackneyed might be held sufficiently to testify. To be sure, we miss at the Lyceum Edna May's fresh ingenuousness, and Phyllis Rankin's piquancy, and Frank Lawton's whistling. But the old airs—"Follow On," with its Salvationist refrain; "Teach me how to love you," that irresistible waltz tune; and a score of others—go as well as ever, and seem as melodious as in the 'nineties; while the new

chorus acts with the old energy, and the principals now engaged are quite adequate for their tasks. Miss Dorothea Clarke will satisfy those who never saw or heard the original "Belle"; Miss Julia James is as bright a Fifi as anyone could wish for; Miss Dorothy Craske has the proper commanding air as the queen of comic opera; Mr. Johnny Schofield junior makes up by dancing for his inability to rival Mr. Lawton as siffleur; and Mr. H. R. Morand and Mr. Laurence Caird are both delightful in the other two familiar comic rôles. The play, in fact, will be as fascinating to those who knew it in days of yore



AN OLD TYPE OF DRESS ON MODERN ART PRINCIPLES: MISS EMMY WHELEAN AS A FUTURIST COSTER AT THE MIDNIGHT BALL.

The National Institute for the Blind has benefited by a large sum of money through the Midnight Ball at the Savoy, of which Mrs. Level, whose photograph we give in the costume she wore on the occasion, was the energetic organising secretary. The Ball was one of the most brilliant social successes of the season.

Photographs by Hugh Cecil.



A MOST ORIGINAL DRESS: MRS. CARL LEVEL IN A FUTURIST COSTUME AT THE MIDNIGHT BALL.

as to those who have never yet seen it. "The Belle" is well worth visiting again.

## "A HERITAGE OF HATE." AT THE ALDWYCH.

Melodrama in *excelsis* you may call "A Heritage of Hate" as it is displayed at the Aldwych, and not be guilty of extravagance. And surely a combination of Mr. Charles Garvice as original author and Mr. Arthur Shirley as adapter ought to result in something out of the common. It does; and rarely can lovers of the simpler sort of emotional drama have been proffered fare more welcome to their palate. The villain who has deserted and subsequently murders a superfluous wife, and gets the heroine to accept him by promising to save her father from ruin, has every

qualification for the hisses of the gallery. The hero who has been brought up on a desert island and is rightful owner of the title the villain assumes, would just have suited William Terriss's picturesque talents and physique. There is a mystery of a shipwrecked girl, as well as of the hero's concern with the heritage. There is low-comedy relief, and a type of comic villainy. In short, we are furnished with material that the old Adelphi or Princess's could not have bettered, and playgoers who like their melodrama neat—as do not we all?—can count on the real thing at the Aldwych.

## "LA DAME AUX CAMÉLIAS." AT THE SCALA.

We have seen Marguerite Gautier converted into a saint, thanks to the spirituality of the Duse's art; Sarah Bernhardt has presented the sentimental courtesan as a creature all romance and passion; Mme.

Lydia Yavorska makes of her a neuropath, too lavish of her caresses too extravagant in her moods—crying, sobbing, gasping beyond the limits of reasonable endurance. Over-emphasis is the note of her performance: it lacks subtlety, it is broadly coloured, and the agony of the death-scene is

dragged out far too long. The actress appears at her best in Marguerite's scene with old Duval, where she has the advantage of excellent support supplied by that sound player, Mr. Franklin Dyall. The English version she employs is faithful enough, but undistinguished in style; and, to speak generally, the younger Dumas might have been better served than at the Scala.

(Other Playhouse Notes on "Art and Drama" page.)



A CHARMING APPLICATION OF NEW ARTISTIC IDEAS: MISS LAURA COWIE AS A FUTURIST PIERROT AT THE MIDNIGHT BALL.

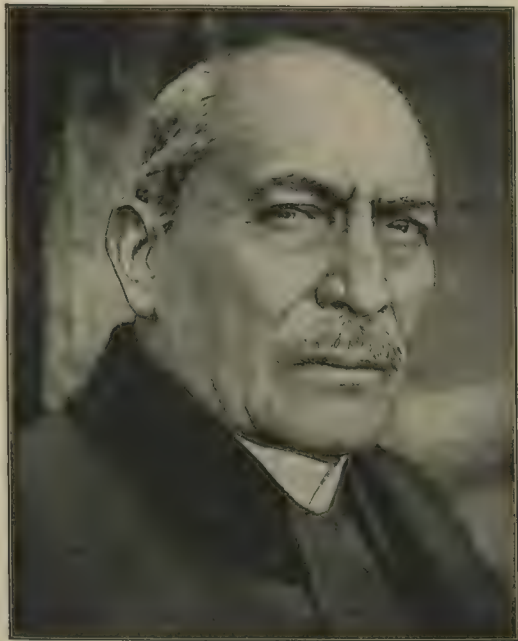
ONE OF THE MOST STRIKING OF MANY STRIKING COSTUMES: MRS. COSMO HAMILTON IN A FUTURIST GOWN AT THE MIDNIGHT BALL AT THE SAVOY.

and Mr. Laurence Caird are both delightful in the other two familiar comic rôles. The play, in fact, will be as fascinating to those who knew it in days of yore

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## LADIES' PAGE.

LONDON has been extremely full for the last two weeks. There is so much that is amusing going on at this time of year that even people who come up without any friends to entertain them in town, but possessed of sufficient spare cash, can have a good time. That some of the possessors of money realise that it is their duty to help their less fortunate fellows, but that they like to amuse themselves at the same time, is shown by the enormous number of charitable functions that have taken place. The drive of Queen Alexandra through the City in recognition of the efforts of the flower saleswomen for charity in her Majesty's name; the great ball originated by the wonderful combination of philanthropic kindness and business talent in the mind of Mr. C. Arthur Pearson, for the benefit of his fund for providing reading matter for the blind; the Theatrical Garden Party for the Actors' charitable funds; and the annual sale of the Royal School of Art Needlework, opened, as usual, by Princess Christian, to whom that enterprise owes everything—all took place within one period of forty-eight hours, and every one of these events was abundantly supported financially by the public. The money obtained by the sale of "Alexandra Day" roses is twice helpful: the pretty artificial blossoms themselves are made by the girls of a cripples' home, and the proceeds are given to charity. But the sellers of real flowers in the London streets looked extremely rueful—so hard is it to interpose even with the utmost goodwill in our complex social organisation without doing harm to somebody. For the Queen Mother, who was once again made aware how deep and wide is the affection that her grace and gracious nature and manners have inspired, the day must have been wholly happy. As she drove past my club in Piccadilly, her Majesty was seen to be wearing a light mantle of biscuit colour and gold brocade, with a dark fur collar, but before she reached the City this was put off; her toque was black tulle with a black ostrich plume.

Transparent hats have conquered all along the line, and no form of head-gear is more becoming to a pretty girl—and, mind you, most young girls are pretty: it may be only the freshness of youthful bloom and the charm of the energy and spirit of their time of life, what the French call *beauté de diable*, but there it is, unless some absolute blemish or deficiency exist. The small hats with hardly any brim, just enough outward curve, perhaps, to shade the eyes a little, or, perhaps, turbans with no brim projection at all, a mere straight precipice up above the brow, on which it is worn well pressed down, just a wisp of hair pushed down beneath the straw or tulle edge to soften the effect—these have gained the suffrages of nearly all girls, and look pretty accordingly. The wearer makes the fashion acceptable, though the brimless hats often do not look as if they would be becoming when seen on a stand. Transparent crowns that show the glint of the well-groomed hair through, as it is tossed up within



BEAUTIFUL BRODERIE ANGLAISE.

A dainty and summery coat and skirt in linen embroidered in open-work. The hat is of white muslin with feathers.

the hat, are charming; and so again are those little straw hats that have an upstanding frill of tulle or wired lace that serves as a halo to the features. These last named are practically as suitable for more mature wearers as for girls, which is not the case with the stiff-edged toques or the transparent crowns.

The hats are all but untrimmed in many cases. A high feather mount, perhaps a single quaint quill, perhaps a couple of them crossing each other, or a single big flower, or one ostrich plume, or just a smart twist of plaid or striped ribbon in very vivid shades, such as crimson and green, or blue and mauve, or red and navy—such dashing but scanty trimmings are very *chic* and up to-date. There are sailor shapes, too, with narrow brims of straw, overhung with pleated tulle drooping just beyond the edge, and having tulle crowns through which the hair shows. Turbans in pleated tulle are also worn, dark-blue for choice, with white ostrich feather upright "weepers," or a twist of the tulle itself to trim the toque. Fruit, especially a cluster of red cherries, is a popular decoration on little hats, with no addition of ribbon at all. For the seaside or river, tiny skull-caps in striped or plain silk are offered, but give no protection from sunburn, and the flopping linen or muslin hats also seen are more useful.

Although Burberrys and their handsome new building in the Haymarket are mainly associated with the idea of security from rain and tempest by means of self-ventilating porous materials as distinguished from mackintosh, this enterprising firm has of late devoted much attention to the perfecting of cloths and equipment which harmonise in colour, texture, and form with the brighter and more genial aspects of our capricious climate. The result is extremely happy, and the word "Burberry" now connotes not only the most comfortable and efficient protection against wet or chilly weather, but also the lightest, least fatiguing, and most distinguished dress for warm days. Their new textures are not only airy—light and hygienic according to medical science, but also weather-proof and of incalculable durability, from the employment of the finest obtainable raw materials and skill in manufacture. As a weatherproof for town or country, the Burberry is still unique in the thoroughness and versatility of its services, which are of inestimable value during such weather as makes the wearing of mackintoshes an intolerable incubus. Besides this staple of out-door life, scarcely a month passes without some attractive addition to the long list of workmanlike top-coats, suits, and costumes at Burberrys for special purposes, such as riding and sports. A catalogue can be had by post.

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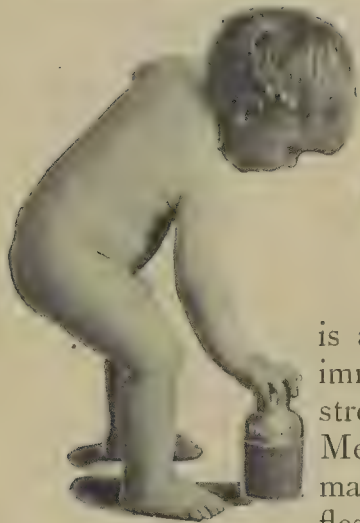
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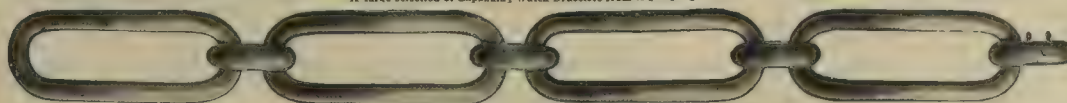
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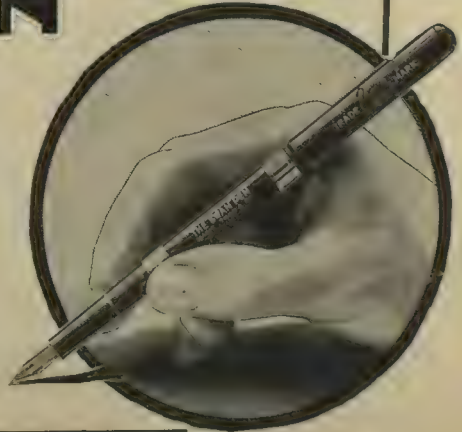
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# A HOLIDAY PARADISE ACROSS THE NORTH SEA: NORWAY.

HOLIDAY folk are turning their eyes towards Norway in rapidly increasing numbers every year, and there is no doubt that when the charms of this beautiful holiday ground are better known, Norway will become one of the most popular countries in the world. The visit of the Prince of Wales to Norway early this year drew attention to it as a home of winter sport and at some places, as at

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is near on a thousand miles of indented coast-line, along the course of which hundreds of clear, rushing, rock-strewn rivers drain the great Scandinavian watershed into the North Sea. Up every one of these rivers, from May to September, the salmon and sea-trout yearly ascend. . . . North Sea salmon rise freely to the artificial fly. The rivers of Norway have many natural sporting advantages over those of the United Kingdom and other more southern countries. Apart from the great natural beauty of the wild mountain glens and valleys, their flow of water in



AMONG THE SNOW-CAPPED PEAKS AT THE HEAD OF THE NORD FIORD: ON THE ZIG-ZAG ROAD NEAR MEROK.

Kinse, ski-ing can be enjoyed as late as May and June; while on the Hardanger Glacier, quite near the hotel, skis may be used the whole year round. A special attraction to the Norwegian capital this summer is the great Exhibition at Christiania, which opened on May 15 and will remain open till Oct. 15, in celebration of the centenary of Norway's national independence. Here, however, we are more concerned with the beauties of Norwegian scenery, and the facilities which the country affords for travel, sport, and holiday-making generally.

The B. and N. Line cruises from Newcastle have brought Norway within easy reach of the British tourist



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for the whole of their visit, can find many an enchanting spot to suit their purpose. The only difficulty would be in making a selection from a practically unlimited choice. Aid in coming to a decision may be obtained at the official bureau for holiday travel in Norway, at 179, Strand, and in the numerous charmingly illustrated booklets there obtainable. It is beyond doubt that the fiords and mountains of Norway offer some of the loveliest and the grandest scenery to be found in the world.

Of Norway as a shooting and fishing ground no one was more competent to speak than the late Sir Henry Seton-Karr, who, in an article on the subject, writes: "From Christiansand in the south to the far North Cape



A DAUGHTER OF THE LAKES AND MOUNTAINS OF SCANDINAVIA: A CHARMING TYPE OF NORWEGIAN BEAUTY.

the fishing season is more regular and constant." As to shooting, the same authority says: "The heather and bush covered fields, the pine-clad mountains, valleys, and coast-islands of Norway supply, for British sportsmen, the most convenient and accessible happy hunting grounds in Europe. The sport afforded is wild and genuine, and its cost comparatively small." Summing-up, Sir Henry wrote: "For all lovers of wild and varied sport with rod, gun, and rifle the rivers, lakes and streams, the forests and mountain ranges of Norway will always constitute an irresistible attraction, and afford the scene of a health-giving summer and autumn holiday."

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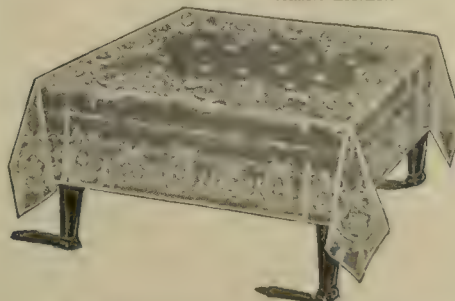


This daintiest of creams in the daintiest of packages is sold at 1/- per jar. Of all Chemists and Parfumeurs, or if your dealer is out of stock, post free at same price direct from C. E. Parfums Ltd., Leeds.

## ROBINSON & CLEAVER'S SALE of DAMASK TABLE CLOTHS

During  
July.

Presenting an opportunity of buying genuine Linen Table Cloths below our list prices. These consist of patterns that we have ceased to weave in order to make way for new designs—they are not damaged or inferior, but sound, reliable LINEN.



No. 643x.

Louis XVI. Double  
Damask Hand Woven.

### TABLE CLOTHS.

2 x 2 yds.	15/3 each.
2 x 2½ yds.	19 ..
2 x 3 yds.	22/9 ..
2 x 3½ yds.	26/6 ..
2 x 4 yds.	30/3 ..
2 x 4½ yds.	35/6 ..
2 x 5 yds.	39/9 ..
2 x 5½ yds.	36 ..
2 x 6 yds.	41/- ..
2 x 6½ yds.	46/- ..

### NAPKINS.

1 yd., 32/9 dozen.

## Reductions in Household Linen.

### LINEN SHEETS.

Bleached Linen Sheets (Hemmed):—  
2 x 3 yds., 13/2; 2 x 3½ yds., 15/3; 2½ x 3 yds., 16/10; 2½ x 3½ yds., 19/8 per pair.  
Bleached Linen Sheets (Hemstitched):—  
2 x 3 yds., 15/9; 2 x 3½ yds., 18/6; 2½ x 3 yds., 20/6; 2½ x 3½ yds., 22/6 per pair.  
Linen Sheets (Scalloped top):—  
Size 2 x 3½ yds., 18/11; and 19/11 per pair.  
Size 2½ x 3½ yds., 23/9 and 24/9 per pair.  
Linen Pillow Cases to match:—  
Size 10 x 30 ins., 4/6 and 5/9 each.

### PILLOW CASES.

Linen Pillow Cases:—  
19 x 30 ins., 13/11; 22 x 32 ins., 16/11 per doz.  
Linen Pillow Cases (Hemstitched):—  
20 x 30 ins., 3/6; 22 x 32, 5/4 per pair.  
Linen Pillow Cases (Frilled):—  
18 x 28 ins., 15/11; 19 x 30 ins., 19/11 per doz.  
Linen Pillow Shams (Hand Embroidered):—  
Size 24 x 31 ins., 3/6 and 5/6 each.

### TOWELS.

Hemstitched Huck Towels:—  
Usual size, 11/9 doz.  
Size 18 x 13 ins., 6/6 doz.

### BEDSPREADS.

Embroidered Linen Bed Spreads:—  
2½ x 3 yds., 17/6 and 21/6 each.  
Oddments in Richly Hand-Embroidered Spreads:—  
33/-, 42/-, & 52/- each.

Write for SALE LIST—Post Free.

# Robinson & Cleaver Ltd

40 D Donegall Place

LONDON

BELFAST

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ALL POST ORDERS TO BELFAST.



## WILLS AND BEQUESTS.

THE will (dated Oct. 23, 1894) of COLONEL PIERS EGERTON-WARBURTON, of Arley Hall, Northwich, Chester, at one time M.P. for Mid-Cheshire, who died on March 24, is proved by John Egerton-Warburton, son, and George Egerton-Warburton, the value of the estate being £60,042. The testator gives £1000, 200 oz. of silver plate, and the use of the family jewels and furniture to his wife; £10,000 to his son Geoffrey; £8000 to his daughters; £500 to George Egerton-Warburton; and the residue to his son John.

The will of Mr. JOSEPH BRUTTON, of Meads Road, Eastbourne, and Yeovil, Somerset, who died on Feb. 21, is proved by his son Robert Hall Brutton, the value of the property being £85,270. Subject to a legacy of £200 to a trustee, the whole of the property is to be held on various trusts for his wife and family.

The will of COLONEL WILLIAM WINDLE PILKINGTON, of The Hazels, Prescott, chairman of Pilkington Bros., the St. Helens Glassworks, who died on March 15, is proved by the widow and sons, the value of the estate being £589,785 18s. 10d., so far as can at present be ascertained. The testator gives 360 shares in his firm of the nominal value of £100 each to his son Richard Austin; 300 shares to his son Alfred Cecil; and 200 shares in trust for each of his daughters Constance and Christine. Two-sixths of the residue he gives to his wife, recommending her; but without creating a trust, to devote one-half to charitable, religious, and educational purposes. The ultimate residue he leaves as to two-fifths to his son Richard Austin, and one-fifth each to his other three children.

The will of Mr. EDWARD VALENTINE CAREY, of Lyne, Capel, Surrey, and Carey Island, Federated Malay States, who died on April 21, is now proved and the value

of the property sworn at £82,024. Testator gives £1000 and £6000 a year to his wife; £200 per annum each to his children during the life of their mother; small legacies to servants and others; and the residue to his wife for life and then as she may appoint to his children.

The will (dated Aug. 20, 1913) of CAPTAIN JOHN FOWLER BURBIDGE, V.D., of the Calverley Hotel, Tun-

to Caroline Rinder and John Clarke; and the residue to Arthur Hutchinson.

The will of Mr. CYRIL GRANT CUNARD, of Notgrove, Gloucester, who died on April 17, is proved, the value of the estate amounting to £115,648. The testator gives £500 and the household effects to his wife; £300 to Lauriston Batten; £500 to Euphemia Constance Gibbs; £500 in trust for George Gibbs, and a few small legacies. The residue is to be held on various trusts for his wife and children.

The will of SIR HARRY FREELING, Bt., of 2, Elm Park Gardens, Chelsea, who died on April 20, is now proved, and the value of the estate sworn at £39,026. Subject to a legacy of £1000 to his wife, all the property is to be held in trust for her for life, with remainder to his uncle the Rev. James Robert Freeling, with remainder to Hugh Melvil Freeling, with ultimate remainder to Hugh Standish Freeling and his eldest son.



BRITAIN REPRESENTED AT THE CENTRE OF THE CONTINENTAL BOOK TRADE: THE TYPICAL TUDOR MANSION OF THE BRITISH SECTION AT THE LEIPSIG EXHIBITION OF BOOK TRADES AND GRAPHIC ARTS.

The Exhibitions Branch of the Board of Trade erected a typical Tudor mansion for the British section at the Leipzig Exhibition of Book Trades and Graphic Arts. As the style of architecture of practically all the other buildings is characteristically German, the contrast is very striking. Leipzig is the centre of the Continental book trade.

bridge Wells, formerly of Bournemouth and Grantham, who died on May 17, is proved by Arthur Hutchinson, a nephew, the value of the property being £73,633. His wife having predeceased him, he gave £4000 each to his nieces Annie Hutchinson, Eliza Gutch, and Emma Sedgwick; £4000 to his nephew James Hutchinson; £500 each

leaving that station at 8.55 p.m. for Clacton, Frinton and Walton. Whilst the 12.3 Saturday night supper-car train from Liverpool Street to Clacton will also convey passengers to Frinton and Walton. Season ticket rates for one and two months have also been reduced from this week.

Winners of the Highest Honours at GREENWICH & Kew OBSERVATORIES SINCE 1885.

**Smith & Sons Watches**  
Astronomers defining the exact time of the Sun crossing the Meridian with one of Smith's Watches.

## SMITH'S WORLD-FAMOUS WATCHES

Very Flat Wristlet, Fully Jewelled Lever.

18-Ct. Gold, £8 15 0

London Made Expanding Band.

9-Ct. Gold, £4 15 0

All Watches Sold with our Certificate of Warranty

A Perfect Timekeeper.

Small Flat All-Platinum Watch Bracelet.

Set with Fine Emeralds and Brilliants.

Old Watches and Jewellery - taken in Exchange

Write for our Catalogue "I" of Watches, Clocks, Jewellery, and Motor Accessories.

We possess the Finest Collection of Bracelet Watches in London.

Ladies' Lever Watch-Bracelet 18 ct., £5 5 0 9 ct., £3 3 0

Compare the thickness of these Bracelet Watches with others.

Timekeeping Guaranteed

Old Watches and Jewellery - taken in Exchange

All Goods can be purchased on "Our Popular System of Monthly Payments," or 5 per cent. allowed for Cash.

Platinum-Mounted Jewellery a Speciality. We have one of the finest stocks in London.

**S. SMITH & SON LTD.**  
Estd 1851. (Late 9, STRAND.)  
Holders of Seven Royal Warrants.  
Factory: 179-185, Great Portland Street, W.

**Grand Hotel Buildings, Trafalgar Square, W.C.**  
(Late the Association of Diamond Merchants, Ltd.)  
**West End Branch: 68, Piccadilly, London, W.**

**Watch and Chronometer Makers to the Admiralty, and Jewellery and Motor Accessory Manufacturers**

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THE LEVISTA.

Fitted with wide aperture object lenses, and variable iris diaphragms, ensuring sharp definition and great light gathering and transmitting power.

PRICE, WITH CENTRAL SLIDING FOCUSING, AS ILLUSTRATION:  
x 16 Magnification - £9 10 0  
x 25 Magnification - £13 10 0  
Including best solid leather sling case and lanyard.

CARRIAGE PAID EVERYWHERE.

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Opticians to British & Foreign Governments.

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Trade Mark.

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Leisure hours can be most enjoyably spent either Cycling or Motor Cycling. These pastimes allow one to turn "one's back on the town" and enjoy the freedom and freshness of the country side.

No bicycle or motor cycle will better fulfil this object than a Triumph. Just investigate their many merits.

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Motors from £49 15s. 0d. to £60

Catalogues post free.

TRIUMPH CYCLE CO., LTD.

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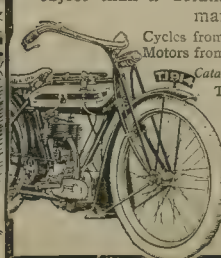
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For  
Summer Wear  
your

**Shower-proof COAT**

should, of course, be light—and not too thick; it is, therefore, essential that its shower-resisting qualities should be especially good.

THE  
**Cravenette**  
PROOF

is admittedly by far the best on the market, and as the Cravenette Co. are continually bringing out further slight improvements, you should take care when buying your new coat to see on the cloth or inside the garment the "CRAVENETTE" stamp.

The CRAVENETTE Co., Ltd., affix their stamp only to such goods as are suitable in quality for Shower-proof purposes. Therefore, this stamp is a guarantee not only of shower-proof properties, but also of the quality of the material.

DUST PROOF as well as SHOWER PROOF.

"CRAVENETTE" Weatherproof Garments for all occasions, obtainable in latest styles and newest materials from leading retailers.

If any difficulty write us and we will put you in touch with retailers who will supply you with the genuine article. THE CRAVENETTE CO., Ltd. (Dept. 25), Well Street, Bradford.

"Give me my 'Cravenette'—then we need not mind the shower."

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## SALE

Commences  
MONDAY,  
JULY 6th.

continues for  
TWELVE  
DAYS ONLY.

EXCEPTIONAL BARGAINS IN ALL DEPARTMENTS.

Sale Catalogue Post Free.

Typical  
examples  
below.



EXCEPTIONAL OFFER.

About 1000 PURE CASHMERE GOLF COATS, plain and fancy mixtures. Various styles, of which sketch is typical example. All colours, no white. Cannot be sent on approval. Some slightly soiled. Usual prices 35/6 to 84/.

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AFTERNOON or RESTAURANT GOWN (as sketch) in the Crêpe-de-Soie. Knife-pleated tunic and wide waist-belt of Oriental striped Bengaline, soft folds of chiffon on bodice.

Sale price 98s. 6d.

EXTRAORDINARY VALUE IN SEAL MUSQUASH MUSQUASH COATS (as sketch) made from reliable skins, lined good quality talia. Original price 25 guineas.

Sale price 13½ Gns.

TEA GOWN (as sketch), in heavy Crêpe-de-Soie or Charmeuse, with double tunic to form pannier, finished with sash of contrasting ribbon, and soft tulle at neck. In all colourings.

Sale Price 78s. 6d.

WIGMORE STREET, WELBECK STREET, LONDON, W.



**LADIES MOTORING**

boating, golfing, playing tennis, and all exposed to the hot sun and dust, should always have a bottle of

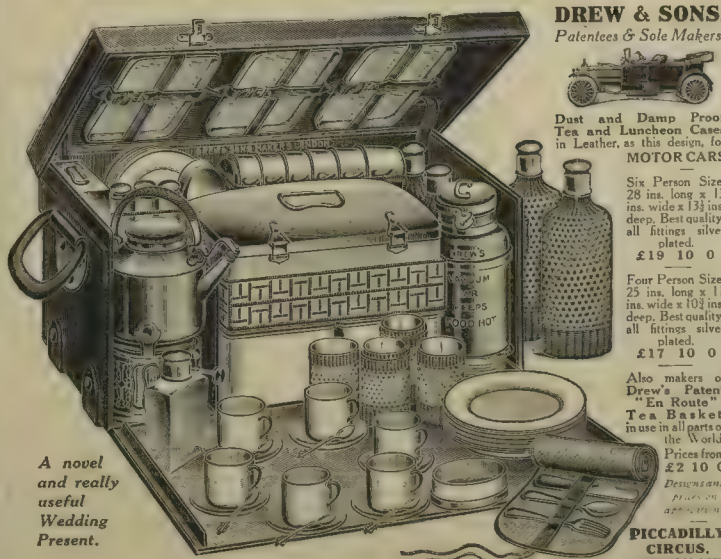
**ROWLAND'S  
KALYDOR**

handy. It cools and refreshes the FACE, HANDS AND ARMS. PREVENTS and removes FRECKLES TAN, SUNBURN, REDNESS & ROUGHNESS, etc. Soothes and heals all Irritation, Stings of Insects, etc. Produces a beautifully Clear and Healthy Complexion and a SKIN as SOFT as VELVET. Bottles 2/3, 4/6, and 8/6. Of Stores, Chemists, and Rowlands, 67, Hatton Garden, London.

HOVENDEN'S EASY  
**HAIR CURLER**  
PRICE 6° PER BOX.  
OF ALL HAIRDRESSERS.

**DR. ROBERTS' POORMAN'S FRIEND OINTMENT**

The Oldest Proprietary HEALING OINTMENT for ALL WOUNDS and CHRONIC SKIN DISEASES. An Ideal Toilet Cream. Of all Chemists, 1/11, 2/3, 4/6; or post free for stamps from BEACH & BARNICOTT, Ltd., Bridport, Dorset, England.



**DREW & SONS,**  
Patentees & Sole Makers.



Dust and Damp Proof Tea and Luncheon Cases in Leather, as this design, for MOTOR CARS

Six Person Size, 28 ins. long x 13 ins. wide x 13 ins. deep. Best quality, all fittings silver plated. £19 10 0

Four Person Size, 25 ins. long x 11 ins. wide x 10 ins. deep. Best quality, all fittings silver plated. £17 10 0

Also makers of Drew's Patent "En Route" Tea Basket, in use in all parts of the World. Prices from £2 10 0

Designs and prices on application.

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S. FOX & CO LIMITED PARAGON

**FOX'S FRAMES**

FOR UMBRELLAS & SUNSHADES  
WHEN YOU BUY AN  
UMBRELLA  
OR SUNSHADE

always open it and look for the trade marks on the frame.

Don't judge by the Handle only, THE FRAME is the VITAL part.

After a test of 60 years  
**FOX'S FRAMES**

ARE STILL THE BEST IN THE WORLD.

Refuse all Substitutes



S. FOX & CO LIMITED PARAGON



## THE CHRONICLE OF THE CAR.

## A New Departure in Trials.

An interesting announcement has just been made by the R.A.C., which is to the effect that it is proposed to institute Light Car Trials on a quite original basis. Briefly, the idea is to hold a series of one-day trials, the first to take place on the 24th inst. Post entries will be accepted, and the nature of the tests to be imposed will only be communicated to the competitors on the morning of the event. Sometimes the test will take the form of a fuel-consumption trial, on another occasion it will be a hill-climb, on another a reliability trial over a short but severe route. So far as is possible, the trials will always be held in a place readily accessible from town and in good motoring country, so they ought to prove very attractive to light-car owners, in whom the spirit of emulation is probably higher than among the owners of the more ambitious vehicles.

As the R.A.C. circular letter points out, there is nothing to stop the trade from entering, but the private owner need have no particular fear that he will always be hopelessly out of the running for an award, because, the announcement of the form the trial is to take being withheld until the last moment, it will not be possible particularly to prepare a car so that it will do phenomenally well in any single direction. For instance, a car that had been especially tuned up to show well in fuel-consumption would not, in all probability, outline its competitors in hill climbing, or, conversely, if it were tuned to the last ounce for hill-climbing, it would scarcely be likely to show well



EVEN AT EPHEBUS: THE UBIQUITOUS MOTOR IN ASIA MINOR.

A 20-h.p. Vauxhall car has penetrated to the ruins of Ephesus, the ancient city of about the eleventh century B.C., noted for its temple and worship of Diana, the great nature-goddess of Asia Minor. This is believed to be the first motor to visit these parts. It is the property of Mr. David Forbes.

in consumption. There is a good deal in the argument, though, possibly, not quite as much as the Club endeavours to make out, since there must always be a handicap in favour of the car with all the resources of a big works behind it for preparation purposes. There is such a thing as tuning-up for general performance, so that the car is likely to do very well in whatever kind of test is set for it. It might not be an extraordinary hill-climber, nor achieve a wonderful consumption record, but at the same time it might easily be good enough in both directions to account for the privately owned car, whose owner has neither the time nor the facilities for tuning up, even if he has the requisite knowledge.

#### Racing at Brooklands.

There has been a lot of criticism of the handicapping at Brooklands since the season opened, and, truth to tell, the racing in the first two meetings of the year gave considerable point to the nasty things that were being said. On the side of the handicappers, it was said that a lot of cars were being raced which were strange to the track and whose performances could only be assessed on the somewhat unsatisfactory basis of what they might reasonably be expected to do, and that as soon as it was possible to get a true line through their capabilities things would improve. Anyone who was present at Brooklands last Saturday must admit that the racing was by way of being a triumphant vindication of the handicappers, for better racing it would be impossible to imagine. As a matter of

fact, there was only a single race in which there was anything in the way of a finish that was not in doubt almost up to the winning-post, and even in that the first car had a lead of only a bare hundred yards, which is really very little when we are dealing with speeds of anything from eighty to a hundred miles an hour. In almost every race we saw a magnificent struggle maintained right up to the finish between three or four cars—the kind of thing that is anybody's race until the winning line has been passed and the judge's decision given. If only Saturday's standard can be maintained, the track will become even more popular than it is now.

#### Light Cars at Olympia.

It is announced by the Society of Motor Manufacturers and Traders that it has arranged with the Cycle Manufacturers' Union for the latter to reserve space at their Cycle and Motor-Cycle Exhibition, which immediately follows the Motor Show at Olympia in November next, for members of the Society unable to obtain space at the Motor Show to exhibit light cars. In order to provide this space, the Union has had to make special arrangements for office accommodation for the exhibitors, which are calculated to effect a general improvement.

Does this announcement portend a separate Show for the light cars? I think so, though, of course, it will not materialise this year. The light-car movement is becoming a highly important feature of automobilism, and is, I believe, destined to be ultimately the largest component of the whole motoring constitution—save, perhaps, the motor-cycle. If that should be so, then it follows that the light

(Continued overleaf)



MICHIGAN MOTORISTS WHO ARE ALSO SALVATIONISTS: A PARTY OF AMERICANS WHO CAME TO THE CONGRESS. The American Delegates to the Salvation Army Congress in London included a party of fifty hailing from the Buick Motor Company, Flint, Michigan, who were the guests of General Motors (Europe), Ltd. They included the machine-shop manager, foreman, and mechanics.



Photo, Campbell-Grey.

#### TESTING TYRES ON A 5000-MILE TOUR: ROUND BRITAIN ON CLINCHER PLANTATION RUBBER.

Our illustration shows the start of the second Clincher Plantation Rubber Tyre Trial, which is being run under R.A.C. observation. The route covers a distance of 5000 miles, and includes all the principal towns in Great Britain.

## CONQUEROR OF THE ALPS!

(Under observation of the whole motoring world—official and otherwise.)

## Magnificent Performance

of the



20 h.p.

## IN THE GREAT AUSTRIAN ALPINE TRIALS

Only one Austin Car entered.

COMPLETING THE WHOLE JOURNEY  
OF 1800 MILES IN EIGHT DAYS  
CLIMBING 107,523 FEET

with only one mechanical stop, caused by water in the petrol,  
due to torrential rains when replenishing.

(Subject to Official Confirmation.)

The Austin also made

## FASTEST TIME ON FORMULA

in the Katschberg Hill Climb, and at Vienna  
in the Speed Trial made THIRD FASTEST  
TIME OF ALL CARS, viz.,

63 MILES PER HOUR.

No seals were broken, and at the final  
examination the car was passed as perfect,  
in spite of the terrible conditions of  
the Trials.

THE AUSTIN MOTOR CO. (1914), LTD.  
LONGBRIDGE WORKS, NORTHFIELD,  
BIRMINGHAM.

London: 479 to 483, Oxford Street (near  
Mayble Arch), W. Depots at Paris,  
Manchester, and Norwich. Sub-Depots  
at Exeter, Oxford and Tun-  
bridge Wells.

Agents in Russia:  
BALTIC TRADING CO.,  
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The Most Modern Two-seater Extant.

# Oakland

15-20 Two-Seater. An owner-driver writes:

Note the shapely lines of the body,  
comfortable seating and luxurious  
upholstery. Note also the equipment.  
Fitted with DELCO Self-Starting and  
Lighting, all accessories, and sold  
complete at a price which makes it  
the greatest value in two-seaters  
ever offered.

"I am more than satisfied with the  
car. She runs as sweetly and quietly  
on top gear as any car I have seen.  
The engine is wonderfully flexible  
in traffic, and quite good at hill-  
climbing. I also find her very light  
on tyres."

(Signed) P. BLAIR-TAYLER.

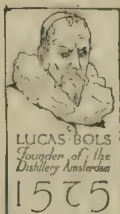
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Telephone: 421 Regent.

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The Brand that Guarantees Perfection.  
Try also Bols Superior Crème de Menthe  
and Bols Very Old Gin.

Wholesale Agents for United Kingdom: BROWN, GORE &amp; CO., 40 Trinity Square, London, E.C.

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POLICIES IN FORCE for - 46 MILLIONS.  
ACCUMULATED FUNDS - 21½ MILLIONS.  
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"Millions do not always bring happiness, but our millions  
"do. . . . What profit we have made has gone entirely to our  
"Policy-holders, as all future profits will go. That is the immense  
"and palpable benefit of the Mutual System."

The EARL OF ROSEBERY (President of the Society)  
in his Address to the 100th Annual General Court.

## Scottish Widows Fund Life Assurance Society.

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THE MUTUAL SYSTEM—NO SHAREHOLDERS,  
ECONOMY IN EXPENSES OF MANAGEMENT,  
LARGE AND STEADY COMPOUND BONUSES,  
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## Rudge Multi



The most durable, the most reliable,  
the most flexible, the most silent, the  
safest and the speediest motor bicycle  
of to-day is the Rudge Multi, whose gear gives  
it an infinitely graded speed range of from 4  
to 60 miles an hour.

The Rudge Multi Catalogue NOW READY  
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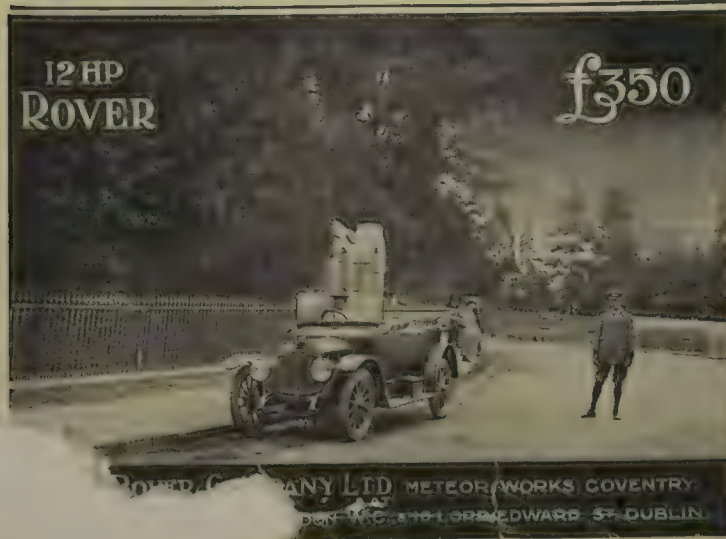


By Appointment  
Cycle Makers to  
H.M. King George V.

R265

12 HP  
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£350



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ROVER CAR CO. LTD LONDON EDWARD ST DUBLIN

## BY THE CORNISH SEA FOR DELIGHTFUL, BRACING HOLIDAYS.

THE rugged grandeur of the North Cornwall coast is, of course, its special  
charm, but there is also a combination of pleasant contrasts that makes  
the complete change so essential to ensure a beneficial holiday. Here are  
windswapt hills and sheltered vales, the thunderings of giant rollers on the rock-  
bound shores, the music of rippling streams rushing seawards through  
luxuriant glens, the invigorating breezes from across the Atlantic, sweetly  
scented zephyrs from the moors, gaunt, grey cliffs towering into the sky, guarding  
quiet havens with lovely stretches of sparkling sands, magnificent prospects  
across country, and grand Channel views; and last, but not least, daylight  
lingers—sunset being half-an-hour later than in London.

At both Bude and Padstow excellent accommodation is provided for  
visitors, and thoroughly up-to-date attractions: near Padstow is the splendid  
St. Enodoc golf course. Boscawen, a pretty village with curious harbour,  
and Tintagel, for King Arthur's Castle, are the "show" places. Other  
small but attractive resorts are: Crackington Haven, Port Isaac, Port  
Gaverne, Hailyn Bay, etc., and inland, Camelford, Launceston, Wadebridge  
and Bodmin make good centres. Coaching tours are the feature of a  
North Cornwall holiday, and boating, bathing, golf, fishing, tennis, bowls,  
and other pastimes are available. Return fares from London from 22s. 6d.

HOLIDAY SEASON TICKETS now issued, available between Bude, Camelford,  
Bodmin and Padstow—1 week £7/3, 2 weeks £14/6, 4 weeks £19/9. See pamphlet.

Illustrated Guide and details of Cheap Tickets from Waterloo to charming resorts in Devon, Cornwall, and  
the Sunny South, Normandy, Brittany, etc., free on application to Supt. of the Line, Waterloo Station.

## TRAVEL BY L. & S.W.R.

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WITHOUT THE USE OF SOAP, WATER, OR BRUSH.

The Label of the ORIGINAL and  
GENUINE Euxesis is printed with  
Black Ink ONLY on a Yellow  
Ground, and bears this TRADE  
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R. HOVENDEN and SONS, Ltd., the Proprietors,  
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(Continued.)

car cannot be relegated to the position of a mere side-issue of a motor-cycle exhibition—it must have a Show of its own. The arrangement made for this year is not an altogether satisfactory one from the point of view of the light-car manufacturer, though it is difficult to see how it could be bettered with the circumstances as they are. The Society of Motor Manufacturers' lease of Olympia does not cover a sufficiently long period to admit of there being three Shows, while it is impossible to extend the building to such a size as would allow of all those who desire to show cars obtaining space. Therefore, a compromise has been arrived at, whereby all light cars the selling price of which is not more than £200 complete will find hospitality in the Motor-Cycle Show. I imagine that, however weak the arrangement may be in other directions, it will do a lot of good to the second and less important exhibition, for the reason that it will attract a very large number of visitors whose interest is mainly confined to the light class of motor-car.

From the Four Hornsted, on his big Benz, beat world's records for the flying mile on Wednesday of last week, on the Brooklands track. The mean speed of two runs in opposite directions worked out at 124.10 miles an hour. Palmers were the tyres used.

The Austin Motor Company has recently supplied the Russian War Office with a 30-h.p. "Vitesse" phaeton. An official report says: "Tested on wood-paved and macadamised roads, the car gave the very greatest satisfaction. The high speed attained and the comfortable accommodation and easy steering were outstanding features."

The Continental Tyre Company has just issued a very useful booklet, entitled "Tyre Troubles: Their Cause, Prevention, and Repair." The title fully explains the purpose of the work, which is well worth reading and keeping as an excellent treatise on the care of pneumatic tyres.

The Rover Company has exercised its option to redeem its total Debenture issue of £50,000 and has paid these off, with a premium of 15 per cent., leaving the Company with an Ordinary share capital of only £138,668 and no prior charges.

One of the three machines which successfully completed the journey from London to Manchester and back in the Daily Mail Air Race was a Maurice Farman biplane, flown by Alcock. This machine was fitted with a Sunbeam engine.

W. WHITALL.

## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

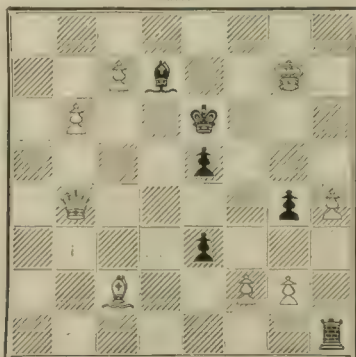
J P CUNNINGHAM (Douglas, Arizona, U.S.A.).—There is no solution by your key of 1. Kt to Q 3rd to Problem No. 3653, on the following account: 1. Kt to Q 3rd (dis. ch), K to R 8th; 2. Kt to K Kt 4th, B to Kt 7th, and no mate follows next move. Unfortunately, however, there is no mate either by the author's move of 1. Q to R 5th.

A M SPARKE (Lincoln).—Thanks for problem, which shall have attention. We are always pleased to hear from you.

G BAKKER (Rotterdam).—We are much obliged, and hope to find your contribution acceptable.

PROBLEM No. 3659.—By CECIL A. L. BULL.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3656.—By H. MAXWELL PRIDEAUX.

WHITE

1. Q to Q B 6th

2. Mate accordingly.

BLACK

Any move.

CORRECT SOLUTION OF PROBLEM No. 3652 received from C A M (Penang); of No. 3653 from H A Seller (Denver, Colo., U.S.A.) and R Tidmarsh (Vernon, B.C.); of No. 3654 from J B Camara (Madeira) and Charles

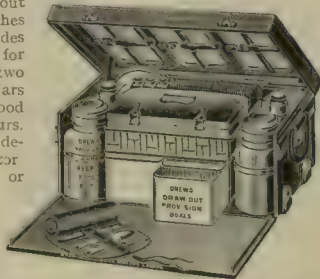
Willing (Philadelphia); of No. 3655 from Jacob Verrall (Rudmell), John Isaacson (Liverpool), F J Overton (Sutton Coldfield), and J Hughes (Margate); of No. 3656 from A W Hamilton-Gell (Exeter), L Schlu (Vienna), J Hughes, Captain Challice (Great Yarmouth), Rev. J G Wells (Maidenhead), E Woolhouse (Brixton), J Isaacson, W C D Smith (Northampton), G Bakker (Rotterdam), Arthur Perry (Dublin), J Dittlof Jassens, C Barretto (Madrid), J Sutton, and H J M.

CORRECT SOLUTIONS OF PROBLEM No. 3657 received from R Worters (Canterbury), G Stillingfleet Johnson (Cobham), H J M, J Fowler, J Green (Boulogne), H Grassett Baldwin (Kensington), A H Arthur (Bath), J Cohn (Berlin), and J Smar.

We regret to hear that Mr. Max J. Meyer has been compelled by ill-health to resign his editorship of the Chess column of the *Hampstead and Highgate Express*, which he has so ably conducted for many years.

The City of London Chess Club has issued its sixty-first Annual Report, which, though not quite a record, continues to be one of satisfactory progress. A feature of the booklet is a set of original problems composed expressly by various members for its pages, one of which we reproduce.

Messrs. Drew, of Piccadilly Circus, have just designed a novel leather luncheon-case, of which we give an illustration here. Although only about twenty-seven inches long, it provides hot luncheons for six persons, the two patent vacuum jars keeping the food hot for many hours. It is specially designed for motor ing, yachting, or shooting parties.



LUNCHEON FOR SIX IN A 27-INCH CASE: THE LATEST IN SPACE-SAVING FOR MOTORISTS.

Queen Amelie of Portugal will be present at a garden party to be given in the grounds of the Home of Rest for Horses, Cricklewood, N.W., on Thursday afternoon, July 9, when the guests will be received by the Duchess of Portland. Tickets of admission may be obtained from the Secretary at the Home, at the price of 2s. 6d. each.

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# IMPERIAL RUSSIA:

## HER POWER AND HER PROGRESS.



HIS IMPERIAL MAJESTY NICHOLAS II., EMPEROR AND AUTOCRAT OF ALL THE RUSSIAS.

Nicholas II., Emperor and Autocrat of All the Russias, King of Poland, Grand-Duke of Finland, etc., etc., was born at St. Petersburg on May 6, 1868, son of the Emperor Alexander III. On November 14, 1894, he married the Grand-Duchess Alexandra

Feodorowna (born Princess [Alix] of Hesse). His Imperial Majesty has five children: the Grand-Duke Alexis, Heir. to the Throne; and the Grand-Duchesses Olga, Tatiana, Maria, and Anastasia.



# IMPERIAL RUSSIA: HER POWER & HER PROGRESS.

THE NATURAL & COMMERCIAL ADVANTAGES OF THE RUSSIAN EMPIRE: HER GREAT PRESENT & HER CERTAINTY OF A GREATER FUTURE.

ONE of the most striking of the phenomena of the period is the remarkable material development of the Russian Empire. In previous centuries Russians distinguished themselves as conquerors and rulers, statesmen and diplomatists, poets and writers, scientists, physicians and surgeons, artists and musicians; but, with comparatively few exceptions, the real Russian elements of the population did not participate so fully in mining, manufactures, commerce, shipping, and banking. All that has now changed, the chief reasons being political stability and great economic prosperity, which have had as consequences vastly increased purchasing power of all classes of the population and a higher standard of living. The extraordinary economic rise of this Empire of 170,000,000 people (with its annual increase of 3,000,000) stands in near relation to its ever-expanding international trade. One of the greatest factors in that trade is the Anglo-Russian part of it. As recently as 1889 the imports into Great Britain from Russia were valued at only £27,000,000; while in 1912 their value had risen to £40,000,000. In 1889 Great Britain's exports to Russia were valued at only £5,000,000; in 1912 they amounted to £21,000,000. But this rapid increase must not lead us to suppose that these fortunate material conditions are entirely the result of the great Anglo-Russian Convention of 1907. They have a far greater meaning, for they represent the friendly feelings and friendly efforts of rulers, statesmen, and merchants for centuries past.

Indirect trade relations between what are now the two greatest Empires in the world already existed in the tenth and following centuries, when much of the commerce between England and Asia passed through Russia. It is true that the Mongol invasions of the thirteenth century prevented Russia's deriving full profit from her advantageous geographical situation; but after the consolidation of the Mongol Empire, North Western Russia became the chief land of transit for English exports to Central Asia, and vice-versa. At that time there existed particularly active business relations between London and Novgorod, both members and distant outposts of the Hanseatic League. The collapse of the Mongol Empire, both in Europe and Asia, in the fifteenth and sixteenth centuries seriously interrupted this great commerce.

The year 1553 marks the formal beginning of direct Anglo-Russian trade: it was then that an expedition of exploration under Chancellor, seeking to find a sea-route to China, accidentally discovered Russia, much in the same way

as an attempt to find a sea-route to India led accidentally to the discovery of America. That very year the Russia Company was founded,

influence in Persia. The importance which Russia attached to her good relations

with England was further emphasised by the despatch of special Embassies of the Tsars John the Terrible and Boris Godunov to Queen Elizabeth.

Civil wars in both countries caused a further interruption, which happily ended with the arrival in England of Peter the Great in 1698.

This greatest Transformer of Russia became at once and remained until his death, in 1725, the greatest champion of Anglo-Russian friendship and trade. He was the first Russian who fully recognised England's leadership in all things maritime, and came to study England's specialty—an example since followed by so many Russians. The vast number of orders received from Russia by British ship-builders, both for war-ships and commercial ships, is most convincing proof of the unshakable confidence of Russia in England's maritime talent.

The importance of the first regular Anglo-Russian commercial treaty of 1698 may be seen from the fact that it remained in force till 1855—that is, for an unbroken period of 155 years. During all that time Russia was England's greatest furnisher of raw produce; whereas England was Russia's chief furnisher of manufactured goods. After the Crimean War, owing to the rapid introduction of railways and the founding of additional steamship lines, Anglo-Russian trade increased far more rapidly, reaching finally the vast figures already quoted.

The extremely cordial Anglo-Russian relations of 1914 are due not merely to official friendship on both sides, but to the overwhelmingly great popular support which such a policy receives from the masses as well as the "classes" in both Empires. The innumerable English admirers of Dostoevsky, Turgenev, Tolstoy, and other writers, the equally innumerable Russian admirers not only of Shakespeare, Milton, Dickens, and all English "classics," but also of Kipling and other moderns, the nine thousand or so Britishers who visit Russia yearly, the thousands of regular Russian visitors to this country, the brilliant equestrian successes of Russian officers at the International Horse Shows, the constant triumphs of Russian musicians and dancers in London, the ever-increasing demand for Russian plays, operas, ballets, and finally, the great interest of Russians in all



IN A SUMMER RESORT WHICH IS A PLACE OF PALACES AND FINE VILLAS: IN THE PARK AT PETERHOF, IN THE NEAR NEIGHBOURHOOD OF ST. PETERSBURG.

an enterprise which flourished for fully ninety years, till 1643. During that period English merchants enjoyed the very greatest privileges



BUILT BY PETER THE GREAT: THE PALACE AT PETERHOF; WITH ITS FOUNTAINS PLAYING.

To such places as Peterhof, which is on the Gulf of Finland, some fifteen miles west of St. Petersburg, the dwellers in the capital go not only for lengthy holidays, but for brief stays and for odd evenings. The Imperial Palace of Peterhof was built by Peter the Great and is noted not only for the many historical relics and fine works of art contained in it, but for its beautiful gardens, with fountains and statues, and the imperial pleasure-houses connected with it.—[Photographs by Bulla.]

in Russia, and also rendered great services to her, laying the foundation of Russo-Persian trade and the establishment of Russian

and dancers in London, the ever-increasing demand for Russian plays, operas, ballets, and finally, the great interest of Russians in all

(continued overleaf)



# WITH THE ARMY WHOSE NORMAL STRENGTH IS 1,800,000: THE TSAR.

PHOTOGRAPHS BY HULLA.



1. WITH HIS DAUGHTERS, THE GRAND DUCHESSES OLGA AND TATIANA, IN THE UNIFORMS OF THE REGIMENTS OF WHICH THEY ARE THE CHIEFS: THE EMPEROR OF RUSSIA AS SOLDIER.

2. LUNCHING WITH FRENCH OFFICERS DURING MANOEUVRES OF HIS ARMY: THE EMPEROR OF RUSSIA IN THE FIELD.

A few days ago it was reported from Russia that the Emperor had given his assent to the Bill providing a contingent of 585,000 recruits for 1914, as passed by the Duma and the Imperial Council. Thus Russia's first line of defence was brought up to a total of about 1,800,000 men; and the regular armies of the Great Powers stood as follows:—Russia, 1,800,000; Germany, 870,000; France, 714,000; Austria, 360,000;

Italy, 290,000; and Great Britain, 256,000.—The Grand Duchess Olga was born in November 1895, and is chief of the 3rd Regiment of Hussars of Elisabethgrad; the Grand Duchess Tatiana was born in May 1897, and is Chief of the 8th Regiment of Uhlans of Vosnessensk. The Tsar has two other daughters, the Grand Duchesses Marie and Anastasia, and one son, the Tsarevitch, who is ten years old this year.



English sports and pastimes, are abundant evidence of the lasting success of the cause of Anglo-Russian friendship, deep rooted as it is in the hearts of both nations

#### AGRICULTURE

The cultivation of the soil is now, as it was in the past, the greatest source of national wealth and the corner-stone of the entire Russian economic system. Agriculture furnishes the means of existence to three-fourths of the Russian people. In 1895 its production amounted to £400,000,000, while in 1910 it reached £900,000,000. Of these sums, cereals represented £260,000,000 and £490,000,000, respectively. It is estimated that Russia grows 31 per cent. of the rye, 33 per cent. of the barley, 25 per cent. of the oats, and 22 per cent. of the wheat harvested all over the world. It is extremely fortunate for the world's greatest producer of rye to have for its neighbour one of the greatest consumers of rye—that is, Germany; while British ships carry Russian wheat to Great Britain. The dairy produce has risen from some £300,000 in 1895 to £5,300,000 in 1910. This may be explained in part by the great demand for Russian butter in Denmark and England; in fact, much of the so-called "Danish" butter is really of

Germany, Austria, Hungary, and Belgium, which have hitherto limited the Russian export to a fixed quantity.

#### GARDENING AND FRUIT.

Russian gardening has thus far, with few exceptions, consisted exclusively of market-gardening. The chief product is the cabbage, the Russian national vegetable, which is unrivalled. In Southern Russia, Trans-Caucasia,

States. Such machinery is imported on an enormous scale from the United States, Germany, Great Britain, and one or two other countries. The first really modern foreign implements and machines imported came from England. During the last third of the last century Russian farmers largely bought English ploughs, drills, threshers, and portable engines. The harvesting machinery has been furnished almost entirely by America. In 1911 the total imports of agricultural machinery were valued at £5,431,700. Out of that total Germany's share amounted to £1,557,733; that of the United States, £1,206,176; England's share was £700,700; and Austria-Hungary's, £500,950. The total Russian production for the same period was valued at £5,600,000, or a little more than the total imports from abroad.

#### FORESTRY.

Included in Russia's greatest natural resources are those vast forests which still cover such a large proportion of the country. The total area is estimated at about 1,792,800,000 acres, of which 1,333,800,000 are in Asia (exclusive of the Caucasus). European Russia has about 350 timber markets (not counting Finland and the Caucasus), those of St. Petersburg and Kronstadt each having returns aggregating



A FACET OF ONE OF THE FINEST JEWELS IN THE TSAR'S CROWN: THE CRIMEA—A MOST PICTURESQUELY SITUATED TARTAR VILLAGE.

Four Photographs by Prokoudine-Gorski.

and Russian Central Asia, we also find a great deal of melon-growing—the provinces of Astrakhan and Saratov producing the finest specimens. During the last quarter of a century fruit-growing has assumed vast proportions, and Russia is therefore no longer as dependent as she was upon Italian and Spanish fruit. During the period in question, nurseries have increased ten-fold. Apples can be grown as far north as the province of Vologda, several hundred miles north of Moscow. Strawberries, raspberries, gooseberries, etc., are grown chiefly around the cities of St. Petersburg and Moscow; cranberries are a specialty of the province of Novgorod, and began to appear regularly in the English market in 1912. The production of honey and wax in Russia has reached the annual value of £2,000,000 sterling. The richest



IN A DISTRICT FAMED FOR VINEYARDS AND FOR RICH ACCLIMATISED FLORA: THE PALACE AT ALUPKA, ON THE SOUTH COAST OF THE CRIMEA.

Russian origin, and has simply been reshipped. The production of eggs has also trebled in value between the years 1895 and 1910 (from £2,000,000 to over £6,000,000). Here again we find a vast exportation to England—the chief port for Russian eggs being Hull.

#### THE SUGAR INDUSTRY

Half a century ago sugar was so rare in Russia, and consequently so expensive a luxury, that the poorer people frequently considered one lump of sugar enough for five or six cups of tea; and in order to get the full benefit of the sweetness, peasants used to put the solitary piece between their teeth and pour the tea over it as they drank. Forty years ago the first refinery was built in the province of Tula (Central Russia, directly south of Moscow), and by 1912 the area under beetroot had exceeded 2,000,000 acres. Not only has sugar thus come within the reach of the entire nation, but there is a considerable yearly export to Western Europe, which would assume far greater dimensions were it not for the rivalry of the other beet-sugar countries on the Continent, notably

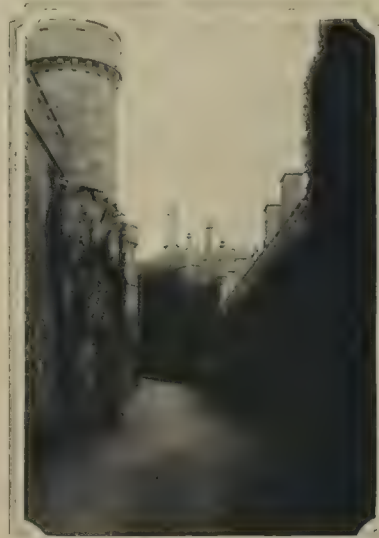


WITH SCULPTURED LIONS FLANKING IT: A STAIRWAY OF THE PALACE AT ALUPKA.

honey provinces in European Russia are those of Voronezh and Ufa, while still more honey is produced in the Caucasus, Siberia, and Central Asia.

#### AGRICULTURAL MACHINERY.

No country has made greater use of agricultural machinery than Russia, except the United



IN THAT PART OF EUROPEAN RUSSIA WHOSE NAME IS, PERHAPS, MOST FAMILIAR IN THIS COUNTRY: THE PALACE AT ALUPKA, IN THE CRIMEA.

£50,000,000, while those of Moscow and Riga each reach £2,500,000. In 1908 a total of 20,500,000 tons was carried by water, and 13,250,000 tons by railway. With a yearly increase of 3,000,000 inhabitants, and, consequently, an enormous increase in the demand for building materials, the greater part of the timber is now reserved for home markets. Russia's greatest timber customers are Great Britain (which takes three-quarters of the total export), Germany, Holland, France, and Belgium. The number of saw-mill companies in 1901 was 22; in 1910 it was 43. Particularly valuable kinds of trees are exported from the Caucasus to all European countries, and even to the United States.

#### FURS.

In large regions of the Russian Empire the trapper and the fur merchant still reign as supremely as they do in Canada and did in the United States. The best provinces for the trapper are now those of Vologda, Olonetz, Archangel, Perm, Viatka, and in Siberia all the land north of the great agricultural belt—that

[Continued on Page VII]



## OF A COMPANY OF RUSSIAN HEROES: A CORPS D'ELITE OF VETERANS.

PHOTOGRAPH BY RUSSIA.



ONE OF THOSE WHOSE DUTY IT IS TO FURNISH GUARDS IN THE IMPERIAL PALACES AND MUSEUMS:  
A MAN OF THE PALACE GRENADIERS OF RUSSIA.

The Palace Grenadiers consist of one company (that is to say, 250 on a war footing); belong to the reserve; and form part of the "garrison infantry." It is their special duty to furnish guards in the Imperial palaces and Imperial museums. They are a corps d'élite, all the men being veterans and selected in recognition of their bravery in the field and their long service. Without exception, they are decorated; and, amongst

the decorations they can boast, the St. George's Cross for non-commissioned officers and men is the most important mark of distinction. This was created by the Emperor Alexander I., in 1807, as a fifth class of the Order of St. George. It was designed for those not eligible for the Order proper; that is, for non-commissioned officers and men distinguished by singular acts of bravery. With it goes a monetary grant.



# "A WINDOW TO LOOK ON EUROPE": PETER THE GREAT'S EARTHLY PARADISE, ST. PETERSBURG.

PHOTOGRAPH BY BULIA.



1. AFTER THE CATHEDRAL OF ST. ISAAC THE MOST INTERESTING RELIGIOUS BUILDING IN ST. PETERSBURG: THE KAZAN CATHEDRAL, ON THE NEVSKY PROSPECT.
2. ONE OF THE MOST FAMOUS MONUMENTS OF THE CITY: THE ALEXANDER COLUMN, IN FRONT OF THE WINTER PALACE.

3. SHOWING THE ARCHWAY OF THE RUSSIAN MINISTRY OF WAR: IN THE MORSKAYA STREET, ST. PETERSBURG.

4. HOUSING A COLLECTION OF PAINTINGS DESIGNED TO ENCOURAGE NATIVE ART: THE ALEXANDER III. MUSEUM, IN THE MECHAILOFF PALACE.

The Russian capital, of which it was said, a century ago, "the united magnificence of all the cities of Europe could but equal St. Petersburg," was founded by Peter the Great, in 1703, and arose out of swamps and dreary morasses. In 1712 it was formally created the Imperial capital. "Peter," Professor Barnes Steveni recalls in his "Things Seen in Russia," "did not stop at the most heroic methods to carry out his pet scheme, of making 'a window to look on Europe,' from which he did not wish to be debarred any longer by the jealous fear of the Western Powers. . . . All good Russians hated the new capital, and in 1714 Peter issued an Ukaz, forbidding anyone to build a stone house except in St. Petersburg, under penalty of exile to

5. THE "PICCADILLY" OF ST. PETERSBURG: A VIEW OF THE NEVSKY PROSPECT—DURING THE PASSING OF A RELIGIOUS PROCESSION.

6. WHERE THE EMPEROR AND THE IMPERIAL FAMILY SOMETIMES RESIDE DURING THE WINTER: THE WINTER PALACE; REBUILT IN 1839 AFTER HAVING BEEN DESTROYED BY FIRE IN 1837.

Siberia and confiscation of property. Every nobleman was therefore obliged, not only to build a palace or house in St. Petersburg, but also to bring with him a certain quantity of rough stone. By these and similar measures Petersburg was called into being." Peter himself called the city his "Earthly Paradise"; but when he died there was a stampede back to the old capital: St. Petersburg only came into its own again when, in 1732, the Empress Anne removed thither with her Court and Administration. The city has now a population of some two million people, and covers forty-two square miles on the banks of the Neva and the islands formed by its branches.

7. IN MEMORY OF THE RUSSIAN EMPEROR WHO REIGNED FROM 1825 UNTIL 1855: THE NICHOLAS I. MONUMENT IN ST. PETERSBURG.

8. ENCLOSING, WITH THE GREAT NEVA, THE ADMIRALTY QUARTER: THE MOIKA CANAL—AND THE GERMAN CHURCH.



is, most of the districts lying to the north of the present Trans-Siberian Railway. Besides the fur of the black bear, the polar bear, the wolf, the fox, we find such particularly valuable articles as the fur of the so-called blue fox, the sable, lynx, etc. In recent years so energetic did trappers become that the Government felt obliged to make a law forbidding the shooting of sable for three years and a half, so as to prevent a complete extinction of the sable-production. Russian exports in furs average over £500,000 annually. Outside the Empire the chief market for Russian furs is Leipzig, in Saxony.

#### MINERAL PRODUCTS.

The mineral products of Russia are iron, steel, gold, platinum, copper, lead, and coal. The first iron-works appeared in Russia in the first half of the eighteenth century in the central forest provinces of Tula and Kaluga, and mainly furnished the Government with ordnance supplies. In 1680 the Russian Government also began their first works in the Ural Mountains, and in 1703 English cannon-founders and gunsmiths were sent there. Gradually the Government works were sold to private individuals, especially to the Denidov family. In 1870, Russia produced 366,000 tons of pig-iron; in 1890, 912,000 tons; and in 1900, about 3,000,000 tons. The production of rails increased from 97,000 tons in 1885 to 500,000 tons in 1900. Locomotives and railway carriages were also produced in vast numbers, especially at Riga, on the Baltic Sea. Of recent years some of the largest iron-works even exported rails. The present centre of the iron production is no longer in the Urals, but in South Russia, with fifteen works, twelve of which make their own steel. They smelt on an average about 150,000 tons of pig-iron a year; some producing 400,000 tons. Iron-works also exist in Poland and in the Volga district. Iron has been found in many places in Siberia, but there is as yet no separate Siberian iron industry. Gold has been found in very large quantities both in the Urals and the Siberia, and the industry has increased considerably since the opening of the Trans-Siberian Railway. In 1907 about 30½ tons of pure gold were obtained; in 1911 as much as 50 tons. Still, Russia furnishes only 7½ per cent. of the gold output of the world. Gold-mining has been in progress in the Urals for a hundred-and-fifty years, and in Siberia for seventy-five years. Of the 5½ tons of platinum obtained in 1911 nearly all was exported direct to London and Paris.

The Russian copper-works are situated partly in the Urals and partly in the Caucasus. Siberian works are also beginning to produce on a bigger scale than heretofore. Russia produces already almost all the copper she needs. Of zinc she is 50 per cent. short of her needs; while lead is found in still smaller quantities. In 1912 the Ural works, which date from the eighteenth century, yielded about 16,000 tons; the Caucasian, which started after 1857, gave some 9000 tons; while the Siberian works furnished only 4000 tons.

Coal is found in the Donetz basin in south-east Russia, in Russian Poland, the Caucasus,

and Siberia. Besides the mines now worked, vast deposits have been found in the Amur province of Siberia, as well as within 60 miles of the Caucasian Black Sea coast. These latter deposits have been declared to be equal in quality to the best Welsh anthracite coal, and



SET UP IN THE SEVENTEENTH CENTURY IN A PLACE ONCE VERY FAMOUS FOR ITS LEARNING: THE COLLEGE OF SHIR-DAR, AT SAMARKAND.

are so extensive that English engineers have expressed the conviction that, after the construction of adequate railways, they will furnish enough hard coal for the whole Russian



BUILT IN 1641: THE COLLEGE OF TILLA-KARI AT SAMARKAND, A CITY RENOWNED IN THE MIDDLE AGES AS A SEAT OF LEARNING.

The word "tilla" means "gold"; "kar," "to do."

See Photographs by Pankovsk.

Empire. New railway lines, which are being planned, will also contribute greatly to the



SET UP IN THE SEVENTEENTH CENTURY IN A PLACE ONCE FAMOUS FOR ITS LEARNING: THE INNER COURT OF THE COLLEGE OF SHIR-DAR.

development of coal-mines, both in Western and Eastern Siberia.

#### THE RUSSIAN OIL PRODUCTION.

Russian oil has thus far come exclusively from the Caucasus, and has become one of the

Empire's chief sources of wealth. Locally speaking, it has made Baku the greatest city in the Caucasus, and transformed Batum into one of the chief seaports of the Black Sea; it is now helping Novorossisk in Cis-Caucasia to be what Batum is to Trans-Caucasia. Finally, it has developed tremendously Anglo-Russian trade relations, and the constant attendance of huge British tank-steamers at Batum is a potent evidence of the hearty economic co-operation of the world's two largest Empires. Caucasian oil was first mentioned by the Arabs, who wrote about the "sources of Baki." In the twelfth and thirteenth centuries they were much used, and Marco Polo gave very detailed accounts of them; but in the following centuries the frequent changes of Government greatly impeded further progress. After many long interruptions, a more systematic exploitation began with the Russian occupation of the province of Baku in 1805. The chief sources are those of Bibi-Eibat, Balachany, and Sabuntchi (all near Baku, in Trans-Caucasia).

Petroleum was at first a monopoly of the State, and was alternately worked by the State or let out to private individuals in concessions. This monopoly gave the Treasury a yearly average of £9000. It was abolished in 1872, and replaced by an Excise fee of 6d. per pood (1 pood equals 40 lb.). The Excise fees were levied for five years, and produced a total sum of £131,580. After being abolished for ten years, the fee was re-established in 1888, in which year it enriched the Treasury to the extent of £700,000, and in 1889 returned as much as £1,000,000. Up to 1872, petroleum was obtained in the most primitive way, but since then the wells have been operated exclusively upon the American plan. Most of the pumping-machines used are furnished by the famous firm of Nobel, and various English factories. How powerful some of the wells are may be gathered from the following incident. In

1883 was tapped a well which sent up a fountain 360 feet high. Owing to a lack of oil-reservoirs, this fountain, which worked thirty-five days continuously, flooded the neighbourhood—8,000,000 kilogrammes being wasted daily. Another remarkable well of the Tagier firm produced 22,000,000 kilogrammes in a single day, or more than all American, Galician, Rumanian, and Burmese wells put together. The more important wells vary in depth between 450 and 1620 feet. In 1899 the Government derived an Excise revenue of £1,200,000; in 1900, as much as £2,000,000 sterling. In 1900 a large amount of machine-oil was also exported, only 40 per cent. being used in Russia. In 1901 the following quantities of petroleum were exported from Baku: 5,150,000 tons, by sea to Astrakhan; 174,000 tons to Batum; 208,500 tons by the Trans-Caucasian Railway; 21,500 tons by the Vladikavkas Railway; 135,000 tons to different parts of Trans-Caspia; 3000 tons to Persia, and 112,500 tons elsewhere.

Since 1902, Messrs. Nobel Brothers have sent petroleum, via Kerki, into Afghanistan. Several Russian war-ships of the Black Sea Fleet, especially the *Rostislav*, have used oil for fuel

(Continued on Page 11)



# THE FINEST MOSLEM BUILDINGS OF CENTRAL ASIA: AT SAMARKAND

PHOTOGRAPHS BY PANKRATEV.



1. BUILT IN 1388, BY ONE OF TIMUR'S WIVES: THE MOSQUE OF BIBI KHANUM.
2. A GLORY OF SAMARKAND: THE TOMB OF TIMUR'S GRANDMOTHER.
3. THE LAST RESTING-PLACE OF A HOLY MAN: THE TOMB OF THE HODJA ZUDMURAD.
4. CONTAINING TIMUR'S TOMB AND ONCE THE RESTING-PLACE OF THE COPY OF THE KORAN WRITTEN BY OMAR, THE THIRD CALIPH: THE GUR AMIR MOSQUE.

Samarkand, the ancient Sogdiana, is a province of Russian Central Asia. The town of Samarkand is divided into the citadel and the native and the Russian quarters. The first contains the "green stone," traditionally brought by Timur from Brusa, and used by him and his successors as a throne. In the native quarter are the finest Moslem

5. THE TOMB OF THE EMIR HOUSAIN, TIMUR'S NEPHEW, AND TIMUR'S SISTER: A MAUSOLEUM.
6. FOR THE KORAN: A STONE READING-DESK IN THE GARDEN OF BIBI KHANUM.
7. BUILT IN THE FIFTEENTH CENTURY: REMAINS OF THE FINE BRIDGE OVER THE ZERAFSHAN.

buildings of Central Asia. The chief of these are of the fourteenth century, the time of Timur. Samarkand existed before Alexander the Great, who took it in 329 B.C.; and was a famous centre of Moslem culture in the golden age of Islam. The name "Tamerlane" given to Timur is a corruption of "Timurlenk" ("Timur the Lame").



# A FORCE WITH A WAR STRENGTH OF SOME FIVE MILLIONS: THE RUSSIAN ARMY—TYPES OF THE SOLDIERY.



1. A SERGEANT-MAJOR.

2. TENTS IN A SUMMER CAMP.

3. A MEAL IN THE OPEN.

4. IN A SUMMER CAMP.

5. INFANTRY ON MANOEUVRES.

6. RUSSIAN SOLDIERS.

7. AT PRAYERS.

8. INFANTRY.

9. A SIGNALLING CLASS.

10. A SUB-LIEUTENANT.

11. RUSSIAN SOLDIERS.

12. INFANTRY ON MANOEUVRES.

13. CAVALRY ENTRAINING HORSES.

14. INFANTRY.

15. INFANTRY.

As we note elsewhere in this issue, the recent decision to provide a contingent of 585,000 recruits for 1914 brings Russia's first line of defence up to about 1,800,000; and the war-strength would be somewhere about 5,000,000, including garrison troops and the Opolcheniye, now numbering about a million. The weapon of the Russian infantry is a "3-line" rifle, 1891 model, magazine, calibre 299 M, muzzle velocity 2035 f.s., sighted to 3000 paces. The magazine holds five cartridges. The artillery weapon is a q.f. shielded gun, 1902 model, firing a shell of 13½ lb., with a muzzle velocity of 1950 f.s. To quote the "Russian Year-Book": "Conscription obtains throughout the Empire, the period during which each man is liable being from 21 to 44. Generally speaking, he serves for four years in the cavalry or three years in the infantry or artillery, and then is relegated to the Reserve (Zapas) for fourteen or fifteen

years, during which period he undergoes two trainings of six weeks each. Service in the Opolcheniye (Territorial Army) for five years follows till the soldier has completed his forty-third year. The Opolcheniye is formed of two classes: (1) those who are exempted from active service, only sons, weaklings, etc., etc.; and (2) men who have passed through the first line and reserve, and also recruits. The entire system which governs the construction of the Opolcheniye is being (it is said) reorganised with a view to making the latter a much more powerful, numerous, and serviceable unit. A modified system of one-year Volunteers furnishes most of the reserve officers. The Cossack, in that he holds his lands by military tenure, is liable to service for life." The system of training in the Russian Army has been altered since the Russo-Japanese War, in accordance with the experience therein gained.



purposes. In 1894, St. Petersburg used oil as fuel to the extent of 26,000,000 kilos, in 1898 to the extent of 141,000,000 kilos, and in 1900 to the extent of 335,000,000 kilos. In 1902 fully 211 new wells were completed, while 504 were dug out and 250 deepened. In 1905 a gigantic kerosene-pipe was laid from the banks of the Caspian Sea, near Baku, to the Black Sea port of Batum. This underground pipe, 540 miles in length, is of Russian origin and make. In Batum the pumping of oil into tank-steamers takes on an average ten hours. In 1901, Russia yielded over 50 per cent. of the world's oil; during the past decade that proportion has fallen to 20 per cent. The oil-production reached its zenith in 1904 with 9,840,000 tons; in 1911 it was 6,800,000 tons. The Baku oil-fields cover about 2700 acres. Besides these, there is a reserve area variously estimated at between 1000 and 2700 acres. In the first half-year of 1913 a large number of lots from this reserve were to be leased to private individuals. Thus an opportunity is offering itself for British

Caspian, which yearly employ 40,000 boats and over 100,000 men on the Caspian Sea, while about the same number are employed on the Volga. The yearly catch in this region averages 320,000 tons, valued at £3,000,000. The fish caught are the sturgeon, carp, and



ON THE BANKS OF EUROPE'S LARGEST RIVER:  
A VIEW BY THE VOLGA.

Photograph by Dobrovol'sky.

herring. The sturgeon furnishes a great part of the world-famed Astrakhan caviare.

#### FAIRS.

Although the advent of railways has greatly reduced the number of fairs in Western Europe, Russian fairs are still extremely important. The most famous are those of Nijni-Novgorod and Irbit, in Siberia. The

has 16,000 fairs, with a total turnover of £100,000,000.

#### HOME INDUSTRIES.

Home industries, the so-called *Koustarny* work, compete very successfully with factories even nowadays, and furnish a subsidiary livelihood to peasants whom climatic conditions would otherwise condemn to inactivity from four to seven months of the year. Fully 14,000,000 peasant men and women are thus occupied. The work is largely in wood, and has been greatly stimulated and encouraged both by the Central, Provincial, and District Governments. These home-made goods are usually bought by middle-men, who sell them at local fairs. Under this heading we must not forget to mention the vast amount of home-work produced by women, such as laces, drawn work, all sorts of embroideries, carpets, and many fabrics of wool and silk.

#### OTHER INDUSTRIES.

The chief capitalist industries of Russia are the cotton industry, the woollen industry, the flax,



WHERE THE NATIVE WORKERS HAVE BEEN TAUGHT  
BY CHINESE: ON A TEA-PLANTATION NEAR BATOUM.

Photograph by "Soid."

enterprise. In view of the diminution of the output of the Baku wells in Trans-Caucasia, a great deal of attention has been paid, especially during the last decade, to the various groups of Cis-Caucasian wells. Of these, those of Grozny and Maikop are the most interesting. Grozny oil is shipped either by the Vladikavkas Railway to Rostov, on the Don, and thence overland to various parts of European and Asiatic Russia, or by rail to Petrovsk, on the Caspian Sea, and thence by ship to Astrakhan, and by river barges up the Volga and its tributaries. In 1911 these new wells yielded 1,200,000 tons of oil. The wells on the island of Cheleken, in the Caspian, have now given 240,000 tons, and are constantly increasing in productivity. At present Maikop produces annually about 160,000 tons of oil; but, with the opening of the railway connecting it with the port of Tuapse, on the Black Sea, the exports will undoubtedly increase very rapidly. The Chimion Company's wells in Turkestan yield only about 30,000 tons annually, but other oil-fields are being examined at present both in Cis-Caucasia and in Russian Central Asia.

#### FISHERIES.

Russia has vastly important fisheries in the Baltic Sea, the Arctic Ocean, the Black Sea, the Azov Sea, the Caspian Sea, the great rivers, with the Volga at their head, and in innumerable smaller rivers and lakes. In Asiatic Russia, the Pacific Ocean, the inland Sea of Aral, and various lakes and rivers also furnish large quantities. The most important fisheries of all, and the oldest, are those of Astrakhan or the Volga-



SET BY THE SIDE OF THE VOLGA:  
A RUSSIAN COTTON-MILL.

Photograph by Dobrovol'sky.

former is of national value to European, the latter to Asiatic Russia. In all, Russia



THE FERTILITY OF THE CAUCASUS: A CHARACTERISTIC  
VIEW OF AN ORANGE-PLANTATION.

Photograph by Frchoulin Gorshi.

jute, hemp, and silk industries. In 1910 Russia had 159 spinning-mills, with over 8,000,000 spindles and 145,000 operatives. In 1910, 50 per cent. of the cotton used was Russian-grown. The other, or imported half, is chiefly American cotton, re-shipped to Russia from England. In 1910 Russia had 359 mechanical weaving-mills, with 213,179 looms and 255,000 operatives. Russian-made cotton goods are exported to the value of £2,500,000 sterling to Persia, Mongolia, and China. In 1908 there were 1037 woollen enterprises, valued at £22,500,000 sterling, with a total of 142,049 operatives (88,669 men, 50,355 women, and 3025 children). It is interesting to note that from the times of Peter the Great down to about the year 1825—that is, down to the reign of Nicholas I.—Russian mills worked chiefly for the supply of the army, and only in about 1860 began to work for the market. The chief woollen-industry provinces are those of Moscow, Tchernigov, Simbirsk, Tambov, the Baltic and Polish provinces. The finer materials are made in the Moscow industrial region. At present there are also 380,000 spindles in the Russian flax-mills, besides 41,000 twisting spindles engaged in thread-making.

There are ten jute-factories in Russia, with 45,000 spindles and about 2400 looms, employing 10,638 operatives, and a production valued at £16,377,200. Nearly all Russian jute-factories are engaged in manufacturing sacks. Rope-making works were first started at Kholmogry, near Archangel, by the English, and received a great impetus during the reign of Peter the Great. During the last twenty

(Continued on Page XI.)



IN A VERY FAMOUS PRODUCING DISTRICT: AN OIL FIELD NEAR BAKU—IN THE  
FOREGROUND A LAKE FROM WHOSE SURFACE OIL IS SCOOPED UP IN BUCKETS.  
The Baku district covers the four chief fields of Balakhani, Saboutchi, Romani, and Bioli-eybat, as well  
as Sourakhani, Binagadi, and Sviatoi.—[Photograph by "Soid."]



# IN THE OLD AND THE PRESENT CAPITALS OF THE RUSSIAN EMPIRE.

PHOTOGRAPHS BY A. VOWLES.



1. A "TOWER OF LONDON" ON A GIGANTIC SCALE AND IN ITSELF PRACTICALLY THE HEART OF RUSSIA: THE KREMLIN, AT MOSCOW.
2. IN THE PRESENT CAPITAL OF THE RUSSIAN EMPIRE: EVENING ON THE NEVA, IN ST. PETERSBURG.
3. IN THE PRESENT CAPITAL OF THE RUSSIAN EMPIRE: SUNSET ON THE NEVA, IN ST. PETERSBURG.

As Professor Steveni has it, in his "Things Seen in Russia": "The Kremlin, perhaps the greatest sight of Moscow, is a 'Tower of London' on a gigantic scale, and is in itself practically the heart of Russia. Around it Russia has gradually grown and increased until it now stretches from the Baltic to the Pacific. The Kremlin is not only a citadel, but a treasure-house full of enormous wealth and relics of priceless value.

4. ON THE "PICCADILLY" OF THE RUSSIAN CAPITAL: PILLARS OF THE KAZAN CATHEDRAL ON THE NEVSKY PROSPECT, ST. PETERSBURG.
5. SHOWING THE SPIRE OF THE CATHEDRAL OF ST. PETER AND ST. PAUL, THE MAUSOLEUM OF RUSSIAN SOVEREIGNS: SUNDOWN ON THE NEVA, IN ST. PETERSBURG.
6. OF A BUILDING IMPOSING FROM ITS SIZE AND THE MAGNIFICENCE OF ITS MATERIALS PILLARS OF THE CATHEDRAL OF ST. ISAAC, ST. PETERSBURG.

Its possessions have been slowly accumulated during many generations. The churches and towers of the Kremlin are the work of famous Italian architects who in the fifteenth and sixteenth centuries were invited to Moscow from Florence and Venice by the Tsar. The Kazan Cathedral, in St. Petersburg, stands on the Nevsky Prospect, the Piccadilly of the capital, and is supposed to have been modelled on St. Peter's at Rome.



# The Colour of a Russian Art: Décor of the Famous Imperial Ballet.

FROM THE PAINTINGS BY CYRUS CUNEO, R.O.I.



"PETROUCHKA."



"PRINCE IGOR"



"TAMAR"



"LE SPECTRE DE LA ROSE"

It may be said with truth that the Russian Imperial Ballet brought to England not only dancing in a form more perfect than had ever been seen there, but "décor" and costumes of a type likely to revolutionise such things in this country. Already the new note in scenery has made itself evident in various quarters, as have the new colour note and the new "line" in stage dress—and in fancy-dress, in which the Russian ballet and Bakst influence has been very marked. The arrangements

for the Beecham season at Drury Lane include the presentation of a number of the Russian ballets, including the four here illustrated, "Daphnis et Chloe," "Scheherazade," "Les Papillons," "Le Coq d'Or," "L'Oiseau de Feu," "Carnaval," "Cléopâtre," "La Légende de Joseph," "Midas," "Les Sylphides," "Le Lac des Cygnes," and "Narcisse." The season opened on May 20 with a production of "Der Rosenkavalier."



years a considerable manufacture of rubber goods has sprung up in Russia. The total annual production is valued at £10,000,000. Among rubber goods, goloshes hold an important place. One firm alone, the Provdnik Company, produces 42,000 pairs daily. Russian goloshes are sold in Germany, the three Scandinavian kingdoms, the Near East, China, South America, Australia, and even in Patagonia. Russian motor tyres are sold all over the world. Rubber-sponges are practically a monopoly of Russian firms, owing to their excellent make.

The Provdnik Rubber Company pays a dividend of over 12 per cent., another company as much as 25 per cent.

#### THE RAILWAYS.

The first railway ever built in Russia was a purely "suburban" line from St. Petersburg to Pavlovsk, a distance of 25 miles, and was opened in 1836 (during the reign of Nicholas I.). The first great railway line built was the so-called "Nicholas" Railway (named after the Emperor whose energy and strength of decision greatly hastened its completion, and who insisted on the line being as direct as was humanly possible), a line 400 miles long, connecting the new capital of the Empire, St. Petersburg, and the old capital, Moscow. It was opened in 1851. Its vast importance lies not merely in the fact that it connects two capitals, but that each of those terminal cities houses about 1,750,000 inhabitants, representing a large part of the wealth and intelligence of the land. After the Crimean War the first line connecting Russia with the rest of Europe was built—that is, the Warsaw-Vienna Railway, opened in 1857. In 1861 the St. Petersburg-Warsaw Railway was inaugurated, and travellers from the Russian capital were able for the first time to go by rail from the north of Russia to Western and Central Europe. In 1863 the Vilna-Kovno-Bydzhyn line was opened, and established the first direct Russo-German railway connection. In the 'sixties important lines were also built from St. Petersburg to Riga, Libau, and other cities in the Baltic provinces, as well as from St. Petersburg through the whole south of Finland to Helsingfors, the Finnish capital. During the same period important lines were built from Moscow due south to Tula, Kaluga, Orel, Kursk, Charkov, and the Crimea (Sebastopol); also south-west to Kiev; west to Smolensk and Warsaw (thus, by about 1868, Moscow as well as St. Petersburg had direct railway communication with Central and Western Europe); north to Yaroslavl on the Volga; east to Riazan and Vladimir respectively. Then followed lines from Kiev to Odessa and many cities of south-western and south-eastern Russia, and to other

points on the German and Austrian (later also Rumanian) frontiers.

The first Caucasian line was the Poti-Tiflis Railway, opened in 1871-73, across the Suram Pass (about 4000 feet high). In 1882 it was

1906 it was possible, therefore, to travel by rail from St. Petersburg and Riga on the Baltic, and Archangel on the White Sea, via Moscow, south to Rostov, Baku, Tiflis, Erivan, and the Persian frontier near Djulfa.

The Central Asian Railway, built by military railway battalions, was begun from the Caspian sea-coast in 1877; it reached Ashkhabad (capital of Trans-Caspia, close to the Persian province of Khorassan) by 1882, Samarkand (where Tamerlane lies buried) by 1886, and Tashkent by 1899. Its total length (largely

continued all the way to Baku, on the Caspian Sea (total length from Black Sea to Caspian Sea—that is, Batum to Baku—540 miles). In 1874 an im-

through deserts) is 1045 miles, and it also passes through the vassal State (Emirate) of Bokhara. About the same time a branch line was opened from Merv to Kuskh (Afghan border), and another from Tcherniaev to Andijan (near the Pamir region).

In Eastern Russia, the railway had by 1891 already crossed the Urals and reached Tcheliabinsk. Thence it was continued (1891-99), via Omsk, to Irkutsk and Lake Baikal (Trans-Siberian Railway). By 1903 railway communication was available from St. Petersburg and Moscow, via Siberia and Manchuria, to Vladivostok on the Pacific Ocean, as well as to Mukden and Peking. Since January 1906 the mails from Great Britain and all Western and Central Europe go through Russia, Siberia, and Manchuria to China, Korea, and Japan.

Travellers are thus able to get in ten and a half days from London to Peking, and in twelve and a half to fourteen days to Japan (respectively via Corea and Vladivostok).

At the beginning of the present year the total length of all Russian railways (including Finland) amounted to about 45,000 miles, or double the length of the railway system in the United Kingdom. Seventy per cent. of the railways are State railways, thirty per cent. belong to companies. Among the companies the following paid the highest dividends in 1911: Vladikavkas Railway, 44 per cent.; Moscow-Kazan, 31½ per cent.; Moscow-Kiev-Vronesh, 28 per cent.; Moscow-Windau-Rybinsk, 11 per cent.; and the South-Eastern Railway, 9 per cent.

#### OTHER EVIDENCES OF MATERIAL DEVELOPMENT.

Among the innumerable other visible signs of the economic improvement of this progressive country, it may be mentioned that the foreign trade of Russia rose from £13,500,000 sterling in 1900 to over £250,000,000 in 1911; Russian manufactured goods have increased in value from £204,840,000



OPERA IN ST. PETERSBURG: A SCENE FROM THE PRESENTATION OF TCHAIKOVSKY'S "EUGENE ONEGIN" AT THE THEATRE OF MUSICAL DRAMA.

Photograph by Fischer.



A FAMOUS RUSSIAN DANCER WHO IS VERY WELL KNOWN IN LONDON: MME. TAMAR KARSAVINA.

From the Painting by S. Sorin.

portant line was finished from Rostov on the Don through all Cis-Caucasia to Vladikavkas; in 1899 this line was continued via Petrovsk and Derbent.



OPERA IN ST. PETERSBURG: A SCENE FROM A PRODUCTION OF "CARMEN" AT THE THEATRE OF MUSICAL DRAMA.

Photograph by Fischer.

and joined the Trans-Caucasian main line near Baku. In 1899 the Tiflis-Kars line was finished, in 1902 the Alexandropol-Erivan line, and about 1906 the Erivan-Djulfa railway. By

to £306,970,000—that is, by 44½ per cent. The crops have increased by 33 per cent. since 1890; while deposits, both in State savings-banks and in other banks, have doubled.



# ORIENTAL RUSSIA—AND EUROPEAN: PICTURESQUE PEOPLE.

PHOTOGRAPHS BY RUILA, ETC.



1. REAPING WITH A SICKLE: CUTTING THE WHEAT IN THE AMU-DARIA DISTRICT, RUSSIAN TURKESTAN.

2. A WORKER IN A TOBACCO PLANTATION IN RUSSIAN TURKESTAN.

3. A WORKER IN A MILLET FIELD IN RUSSIAN TURKESTAN.

4. SOWING SEED IN THE GROUNDS OF A MONASTERY IN NORTHERN RUSSIA: A MONK AT AGRICULTURAL WORK.

5. CAMELS AS DRAWERS OF WATER: WORKING AT A WELL IN THE AMU-DARIA DISTRICT.

Here are shown some picturesque people of the Amu-Daria District; together with a monk of Northern Russia. Amu-Daria is a province of Russian Turkestan, on the right bank of the lower Amu. It is bounded on the west by the Khanate of Khiva and on the south by Bokhara. Millions of acres are under cultivation. The Amu-Daria is the chief river of Central Asia, the former Oxus. It is thought that in ancient, possibly

in mediæval times, it emptied into the Caspian Sea; now it empties by a delta into the southern part of the Sea of Aral. The provinces of Russian Turkestan are Ferghana, Samarkand, Syr-Daria, Zarafshan, Russian Kuldja, and Semiretchinsk, with a total area, in English square miles, of 420,807, and a population, on January 1, 1911, of 6,336,800. Agriculture and stock breeding are the chief industries of the people.



# IN THE RUSSIA OF THE EAST: ORIENTAL ARCHITECTURE AND CUSTOMS OF LITTLE-KNOWN SUBJECTS OF THE TSAR.



1. IN THE ASIATIC CITY OF OLD TASHKENT: A YARD.

2. WITH AN OX AS DRAWER OF WATER: A WELL IN THE AMU-DARIA DISTRICT.

3. IN THE MOUNTAINS: KIRGHIZ AND THEIR HUTS.

4. IN OLD TASHKENT: A MOSQUE BY A CEMETERY.

5. THRESHING.

6. WITH A PAIR OF OXEN AS TEAM: PLOUGHING.

7. RELIGION IN OLD TASHKENT: AT PRAYER.

8. THRESHING.

9. THE ROAD TO THE MARKET: ON THE WAY TO SELL CORN.

10. HARVEST IN THE AMU-DARIA DISTRICT: CUTTING CORN.

11. PEASANTS.

12. A VERY ORIENTAL SIGHT: THE CAP BAZAAR OF ANDIJAN.

13. OF THE AMU-DARIA DISTRICT: MEN ON HAWKING BENT.

Tashkent, capital of the Syr-Daria Province and of the General Governorship of Russian Turkestan, is 300 miles north-east of Samarkand. There are two cities—the Asiatic and the European, or Russian. The place has an astronomical observatory, and it is the seat of extensive trade in silk, leather, and metal goods. Russia has owned it since 1868. Andijan is a town in Ferghana, 75 miles north-east of Khokand. It is famous for its gardens, grows cotton and manufactures cotton goods. The Amu-Daria District of Russian Turkestan

is on the lower Amu. The Amu, or Amu-Daria, is the great river known in ancient times as the Oxus, which flows into the Sea of Aral. It may be added that the Kirghiz, more properly the Kazaks, are a people widely spread over West Central Asia. They number nearly three millions, are nomadic and patriarchal, are of Turkish blood with a strong Mongol element, and are mentioned in Chinese annals from the ninth century.



## IN THE LAND OF THE COSSACK.



RUSSIA has been well named "the Great Unknown Land." An Englishman, who could give a fairly accurate account of present-day conditions in, let us say the Congo Free State or Peru, often has the most fantastic ideas about the mighty empire which is bound to us by so many ties, political, financial, and economic. Too often he remains content to rely for his information on so-called political romances; and his mental picture of the country is, in consequence, something akin to that which a person would form of modern England who derived his notions of our social system entirely from the blood-curdling serial stories which enliven the columns of the lesser half-penny papers. There are, of course, quite a number of good, up-to-date books on Russia, and also of people who have read them, but both are, it is to be feared, only the exceptions which prove the rule.

Take, for instance, the alert City man who sees every morning in his favourite journal that neat little tabular statement which day by day records the fluctuation—it would be nearer the mark to say, the absence of fluctuation—in the price of Russian Government Guaranteed Railway Bonds. Has he ever taken the trouble to ascertain the exact whereabouts of the Kokand-Namangan Railway, or to inquire into the reasons which induced the long-headed Russian Government to lend its support to the construction of a line through such difficult country as the picturesque and romantic district traversed by the Kahetian Railway?

Or, to come to our text, what do the words, "South Eastern Railway," which are in everyone's mouth just now in connection with the loan of £3,096,000 successfully floated in London the other day by the Anglo-Russian Trust, convey to his mind? In all probability a vision of "the Steppes"—something like the Wild West prairies of Cooper and Ballantyne, but inhabited by half-savage Cossacks and nomadic Tartars instead of Red Indians.

The region served by the South Eastern Railway system roughly corresponds to the basin of the great River Don, a territory considerably larger in area than England and Wales. It embraces the extensive Province of the Don Cossacks, the Government of Voronezh, and portions of the Governments of Orel, Tamboff, Kharkoff, and Ekaterinoslat. Agriculturally, this territory is one of the finest and most prosperous in the whole Russian Empire. Its crops of wheat, rye, oats, and barley will bear comparison even with those raised in the famous Ukraine Provinces further to the west. In the Cossack district the cultivation of the vine is carried on with considerable success. The more well-to-do inhabitants engage in horse and cattle breeding with great profit to themselves. Even more important to the railway is the fact that it extends into the confines of the celebrated Donetz Coalfield, the largest coal-bearing area in Europe. Though, comparatively speaking, the vast resources of the Donetz region have scarcely been tapped as yet, there are about 150 mines in operation, which give employment to over 130,000 workmen. The total production for 1912 was 20,245,000 tons, including common coal and anthracite.

As a glance at the accompanying sketch-map shows, the South Eastern Railway system consists of three intersecting main routes and a number of branch lines. These three are

1. The Orel-Griazy-Tsarisin Line.
2. The Kozloff-Voronezh-Rostoff Line.
3. The Kharkoff-Balashoff Line.

It will also be noticed how admirably the system is linked up with the railways leading to other important centres in European Russia.

### HISTORIC OREL.

Orel (pronounced Aryol), on the River Oka, is a town rather larger than York, and is the capital of the Government of the same name. In the history of Russia, Orel has played no mean part. Founded three hundred and fifty years ago by the Grand Duke Ivan Vassilievitch as a bulwark of the Muscovite kingdom against the inroads of the Krim-Tartars, it has sustained several sieges at the hands of various invaders. In the stormy times of Boris Godounoff, Orel was one of the last cities to hold out

down the Volga from the far-distant forests of Perm and Viatka. The preparation of caviare and the curing of fish, brought up the river from Astrakhan, is another staple industry. Last year Messrs. Vickers obtained the sanction of the Imperial Government for the erection of a gun-factory in the town. A large part of the equipment of the new works has been ordered from England.

### FEATURES OF THE KOZLOFF-ROSTOFF ROUTE.

The second of the South Eastern main lines starts from Kozloff, on the Riazan-Uralsk Railway, and, passing Griazy Junction, reaches Voronezh on the Don, the capital of the Government of the same name. This town has a population equal to that of Bournemouth (79,000), and does a considerable trade in the exportation of cereals. Students of Russian history will remember that it was here that Peter the Great established a naval arsenal in connection with his efforts to wrest the Crimea from the hands of the Turks.

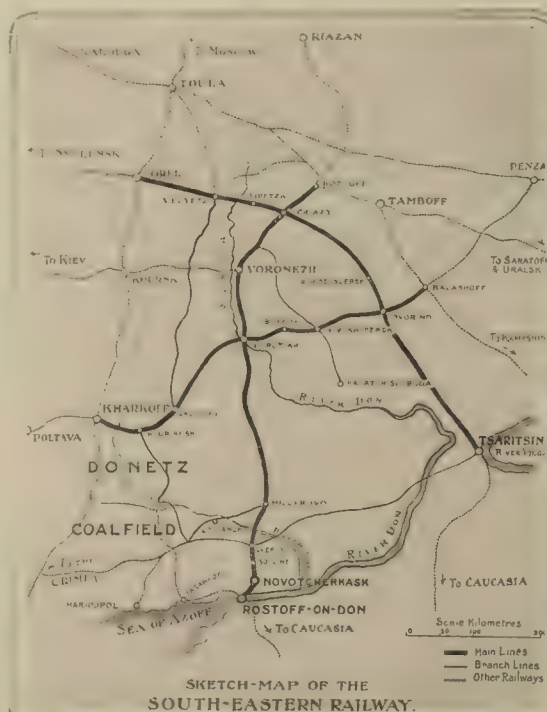
From Millerovo and Zverovo branch lines extend into the heart of the Donetz coal region. The latter town is also connected by rail with Tsarisin on the Volga. Souline is a busy iron-smelting town. Novo Tcherkassk, the capital of the Don Cossack Province, has a population of 51,000.

Rostoff-on-Don (population, 172,275) is the terminus of the line. It is a thriving seaport, ranking fourth in all Russia as an exporter of wheat. Numerous improvements in the port—the deepening of the channel of the Don, the extension of the quays, the erection of large grain stores, etc.—which are in course of construction should still further add to its prosperity. The exportation of wool and the manufacture of cigarettes are other important commercial undertakings in the town.

### PROSPEROUS KHARKOFF.

Kharkoff (population, 248,000), the starting-point of the third of the South Eastern Railway Company's main lines, is a city considerably larger than Portsmouth. Commercially, it is one of the most important centres in the whole of the south. Four large fairs are held in the city annually, those which take place there in January and October being, next to the annual fairs at Nizhni-Novgorod and Irbit, the greatest in all Russia. Groceries, leather, wool, and sheepskins are, with manufactured goods and horses, the chief merchandise sold at these fairs. Among the industries carried on in the city are sugar-refining and the manufacture of soap and candles. Kharkoff is also a great educational town, the seat of a university which in point of numbers ranks only after that of Moscow. There are, besides, several excellent classical and technical schools. Valouiki, the first station of importance after leaving Kharkoff, possesses a tannery and distillery. At Korotiak, a small mining town, we cross the Kozloff-Rostoff Railway. Near Bobroff is the Imperial Stud Farm of Kremovskoy, where the famous Orloff trotters were first bred by Count Orloff-Tchessmensky more than a century ago. Balashoff, the terminus, has iron-smelting works.

It has not been possible in the scope of this short article to do more than briefly describe the chief towns through which the three main lines pass. Space will not permit of an account of the extensions to the Donetz Coal-field, or of the other branch lines which are indicated on the sketch-map. Enough, however, has been said to give an approximate idea of the vital importance of the South Eastern system in that great network of railroads which is as the very life-blood of the Russian Empire.



against "the False Demetrius," and in 1612 it was pillaged and reduced to a heap of ruins by the Poles. To-day, in addition to being one of the most important railway centres in the country, it is noted as a thriving industrial town, the chief manufactures being articles of furniture and bricks.

Leaving Orel, the train passes through fertile agricultural country to the town of Yelyet, whence a branch line extends to Valouiki on the Kharkoff-Balashoff Railway. Yelyet, with a population of 46,000, is an important flour-milling centre, and also possesses famous tanneries which produce the soft leather required for the

uppers of the top-boots universally worn in Russia.

The line now enters the Government of Tamboff, a hilly district—as such things go in Russia—in which the River Don has its source. Passing Lipetzk, a picturesque old town noted for its mineral springs, we reach Griazy, the junction for the Kozloff-Rostoff line. Borissoglebsk is another flour-milling town, and at Tovorino we cross the Balashoff-Kharkoff Railway. Between this point and the terminus at Tsarisin the line traverses a pleasant land of little farms and wide pastures—the territory of the renowned Don Cossacks.

Tsarisin is a very busy place. To its saw-mills thousands of logs are every year rafted



ROSTOFF-ON-DON.  
One of the Principal Streets of the Chief Port of the Don:  
The "Bolshoi Prospekt."

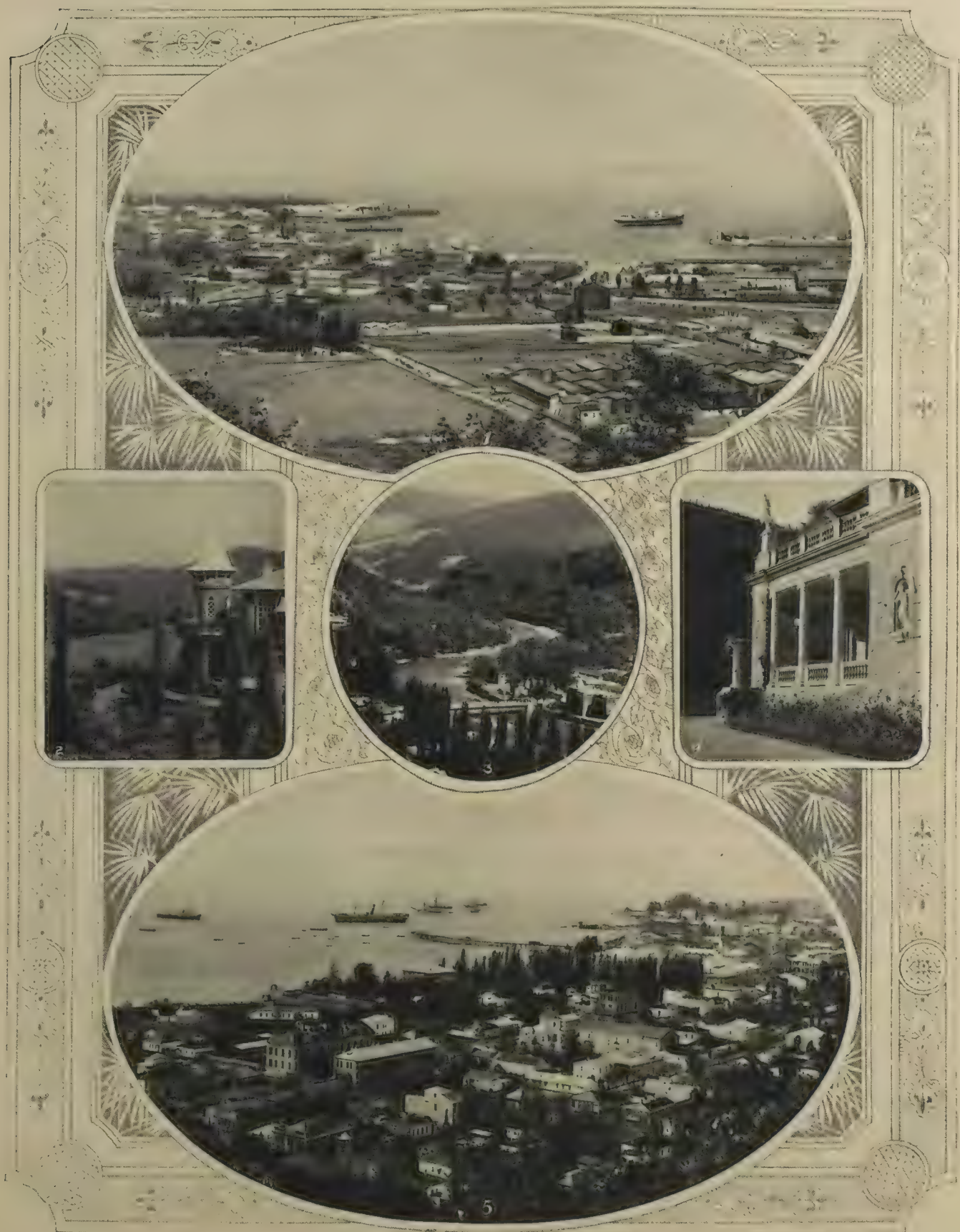


NOVOTCHERKASSK.  
The residence of the Vice-Hetman of the Don Cossacks; and the Monument to the celebrated Hetman Platoff, who led the Cossacks against Napoleon in 1812.



# THE CHARM AND COMMERCE OF RUSSIA: PLACES AND PORTS.

PHOTOGRAPHS BY PROKUDINE-GORSKI.



1. FAMOUS AS A PLACE OF EXPORT FOR PETROLEUM PRODUCTS, CORN, AND OTHER GOODS: THE PORT OF BATOUM, ON THE BLACK SEA.

2. BY THE BLACK SEA: A CHARMING VIEW

3. FAMOUS FOR ITS GORGE AND HOT MINERAL WATERS: BORJOMI, IN CAUCASIA.

4. BY THE BLACK SEA: A CORNER OF A VILLA.

5. A FINE ROADSTEAD NEVER CLOSED BY ICE: SUKHUM-KALE.

The port of Batoum is a centre of much trade and exports, particularly petroleum products and manganese ore. Modern Batoum stands near the site of the ancient Petra and the earlier Bathys. It was ceded to Russia in 1886. Borjomi is 98 miles

north-west of Tiflis. Sukhum-kale is the best roadstead of the east coast of the Black Sea. It was known in ancient times as Dioskurias, and is the seat of an old Turkish fortress. It has been in the hands of Russia since 1877.



## AKIN TO THE SECRET "ILYA MOUROMETS": A HUGE RUSSIAN AEROPLANE.

PHOTOGRAPHS BY PILOT-AVIATOR A. RABVSKY.

IN Russia, as in every other country which depends upon Navy and Army for its defence, the greatest interest is being taken in aviation. On this page are photographs of the Sikorsky aeroplanes, "Russian Knight," which until the construction of the Sikorsky "Ilya Mouromets" was the biggest Russian flying machine. Of the last-named it is impossible to publish photographs, the Russian Minister of War regarding it as a secret. With regard to the "Ilya Mouromets," it was announced early in March of this year that the Russian Naval authorities had purchased this huge Sikorsky aeroplane, with

(Continued opposite.)



which the inventor had been making a series of flights with as many as sixteen passengers. At the same time it was noted that the machine would be taken to Libau and there transformed into a sea-plane. A day or two afterwards came the news that the Government was ordering ten Sikorsky aeroplanes, to be ready in the spring, at a cost of 1,000,000 roubles. The "Ilya Mouromets" had at that time flown daily over St. Petersburg and its environs; on one occasion for an hour and a-half, carrying sixteen people; on another for over two hours with the ordinary crew of eight. It is propelled by four Argus motors of

(Continued below.)



1. FOR A CREW OF EIGHT: THE GREAT SIKORSKY BIPLANE, "RUSSIAN KNIGHT," IN FLIGHT.

2. SHOWING THE ENCLOSED CABINS: THE SIKORSKY BIPLANE, "RUSSIAN KNIGHT"—88½ FEET ALONG THE WINGS; WEIGHT, ABOUT 3 TONS 3 CWT.; SPEED, 50 MILES AN HOUR.

(Continued.) 100 h.p. each, and it was understood that a fifth motor was to be added. The wing area is five times that of the ordinary Farman biplane. The metal fuselage, which is 65 feet long, contains in its fore-part a number of cabins extending over a length of 28 feet. In the sides of these are large windows, and there are windows in the floor for observation and photographic purposes. The cabins are lit at night by electricity; on their roof is a platform. The total weight of the aeroplane is 3½ tons.



# WHITE-STONED: "LITTLE MOTHER MOSCOW." THE OLD RUSSIAN CAPITAL.

PHOTOGRAPHS BY LAZIARO.



1. SET UP IN MEMORY OF THE PRESENT EMPEROR OF RUSSIA'S FATHER:  
THE GREAT ALEXANDER III. MONUMENT IN MOSCOW.

Writing of the old capital of the Russian Empire, Professor Barnes Steveni says, in "Things Seen in Russia": "Oh, Moscow, Moscow! White-stoned Moscow! the Muscovites sing of their beloved and beautiful city—beloved not only on account of its wealth and picturesqueness, but also on account of the great rôle it has played in the history of Russia. Well may the people call it 'Little Mother Moscow,' for of all the

2. NAMED AFTER THE TSAR'S FATHER: THE NEW PICTURE GALLERY OF  
THE EMPEROR ALEXANDER III. IN MOSCOW.

cities it has been in the past a refuge and a source of strength and consolation to the Russians in their tragic and terrible struggles. . . . There are many cities in Russia older and perhaps more interesting historically than 'Mother Moscow,' but she is, as it were, the heart and centre of the Russian People." Alexander III., who was a son of Alexander II., was born in 1845, and reigned from 1881 to 1894.



## A RUSSIAN PLACE OF PILGRIMAGE: THE GREAT MONASTERY AT VALAAM.



AMONG Russia's numerous monasteries few can rival in interest the Preobrajensky Monastery (that is, Monastery of the Transfiguration of Our Lord). This great national shrine, or, to be more exact, collection of shrines, is situated some 200 versts (130 miles) from St. Petersburg, on Valaam island at the north end of Lake Ladaga. Although nominally in the Finnish border province of Vyborg, it is a purely Orthodox Russian institution. The name of the island, Valaam, is Swedish and means "a height." The monastery was founded by Saints Sergius and Germaine, and two days in the year are set apart for honouring their memory—June 15 (St. Sergius), August 29 (St. Germaine). The exact date of the foundation is unknown, but authentic records show that it

*Continued opposite*



existed in the tenth century. Standing on borderland, it was frequently burned and pillaged by the Swedes; finally in 1611, when it was temporarily abandoned. In 1715 Peter the Great ordered the monastery to be reopened, and ever since it has greatly prospered. During five months of the year it can be reached by lake steamer (from the beginning of May to the beginning of October), when there is a continual flow of pilgrims, drawn from all classes of the population. On some days the number of pilgrims arriving daily reaches 4000. In midwinter pilgrims can reach the island by sleigh, but only for about three weeks; while for weeks and months of the winter, communication with the mainland is interrupted owing to the fierce gales which cause the ice to drift. The mean

*[Continued below]*



1. DWELLERS ON VALAAM ISLAND, FAMOUS FOR THE PREOBRAJENSKY MONASTERY: NATIVES OF THE PLACE OF PILGRIMAGE.

2. WHEN PEOPLE FROM ALL CLASSES ARE ON VALAAM ISLAND: PILGRIMS AT A HOLY WELL.

3. ON THEIR WAY TO VALAAM ISLAND: PILGRIMS ABOARD A STEAMER.

*Continued*

annual temperature is 38 deg. Fahrenheit; that in January is 11 deg. Fahrenheit. The Valaam Monastery owns in all forty islands with a total area of some 8370 acres, of which about 54 acres are covered with buildings, 350 are used for agriculture, and the rest represent forests, fields, and, in spite of the severe climate, even orchards (apples and

4. IN THE MONASTERY WHOSE MONKS ARE UNDER THE STRICTEST DISCIPLINE, FAST CONTINUOUSLY, AND MUST PERFORM MANUAL LABOUR AS WELL AS DEVOTIONAL EXERCISES: IN THE BELFRY OF THE PREOBRAJENSKY MONASTERY.

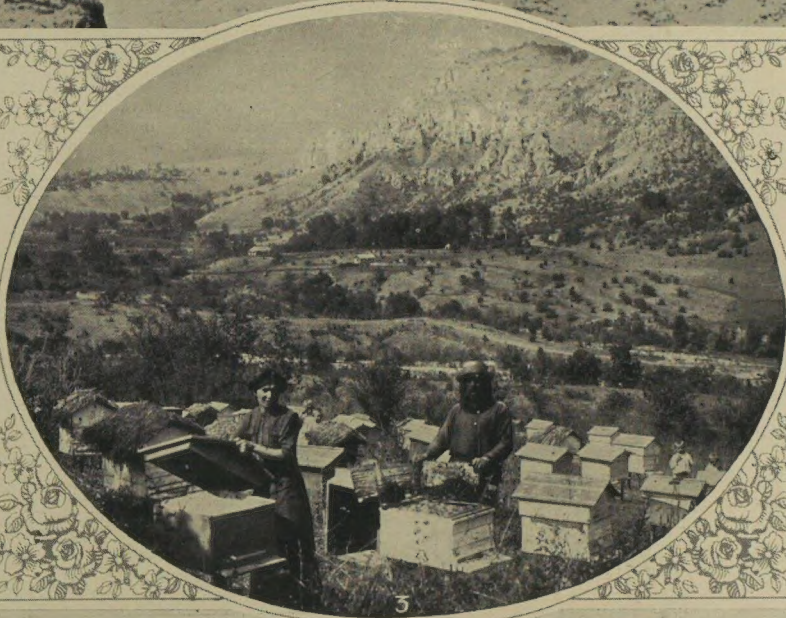
5. PART OF A GREAT NATIONAL SHRINE: IN THE COURTYARD OF THE MONASTERY.

6. THE MONASTERY OF THE TRANSFIGURATION: THE PREOBRAJENSKY MONASTERY.

cherries). There is also an admirably managed monastic dairy-farm. The monks are under strictest discipline, most of them fasting to great extent the entire year. Besides devotional exercises, all must perform manual labour, manufacturing every article needed. Women are admitted only once yearly.



# LOCUSTS—AND HONEY-MAKERS: A PLAGUE; AND AN INDUSTRY.



1. DROWNING A PLAGUE: LOCUSTS THROWN INTO WATER AT TASHKENT.

2, 3 and 4. THE CULT OF THE BEE—A VERY IMPORTANT INDUSTRY IN RUSSIA: IN AN APIARY OF ANDIJAN.

5. BEATING AWAY A PLAGUE: BRUSHING LOCUSTS INTO A TRENCH IN TASHKENT.

To give some idea of the damage done by locusts, it may be said that some few years ago a great crowd of brown locusts, passing over the Rand, consumed the forage and such crops as had not been gathered in, and turned the streets of the city of Johannesburg into a brown mass, causing great dislocation of traffic. A motor-car was smashed, two trams were telescoped, and trains were brought to a standstill owing to the slipperiness of the lines. The country became a bare, withered desert. At Mazaghan at the

same period the maize crops were devoured by locusts. There it is the custom to drive the locusts into straw fires. In other cases, the bodies of the insects are buried in trenches and are used, after a year or two, to fertilise the land.—According to the "Russian Year-Book," there are in the Russian Empire about 5,706,211 beehives owned by private owners and peasants. It is added that apiculture is bound to become one of the chief industries of Eastern Siberia in the near future.



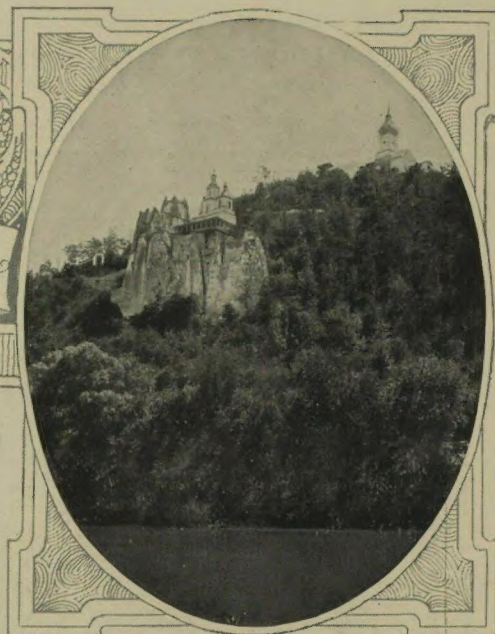
# THE NORTH DONETZ RAILWAY.

THE construction of the North Donetz Railway, which was begun in 1909, as a sequel to the formation of the Company in the preceding year, satisfied a decided want, as the systems existing up till then and serving the region of the Donetz basin, rich in coal and in iron, had proved insufficient to cope with the ever-increasing traffic,

This main line was opened on Sept. 20, 1911, three months before the expiration of the term fixed by statute—a fact which may well be emphasised, as being rarely met in railway construction. In addition, there has been completed the Nikitovka branch, about 40 miles in length, which was opened for traffic last year and considerably reduces journeys.

There is under construction at the present time the eastern section of the main line, passing through the Government of Ekaterinoslav and the region of the Don and terminating at Likhaia, on the South-Eastern Railway. This will serve the hitherto unserved and vast plains of the district, a neighbourhood rich in coal deposits, the working of which has been hampered by the lack of railway communication. The finishing of this division of the main line will mark the completion of the whole North Donetz Railway system, which will then have a total length of about 513 miles, not counting the feeder-lines running from the main track to various works and mining centres. That part of the main line which runs from Kharkov towards the south-east was from the beginning provided with a double track for a distance of 110 miles, but the Company does not propose to rest content with this, and is building double tracks as and when the traffic calls for them.

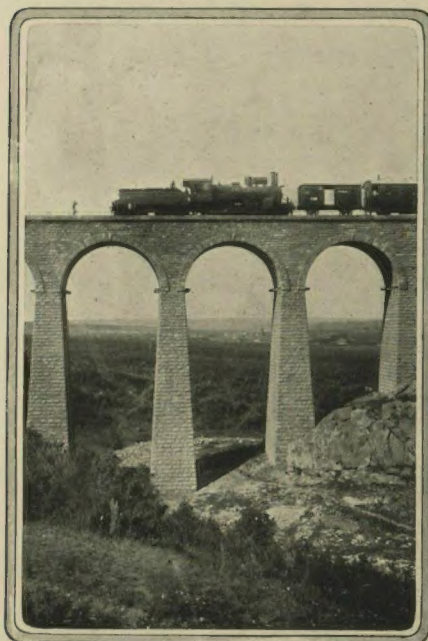
The loans for the construction of the North Donetz Railway are as follows: In 1908, 10,000,000 roubles share capital, and 87,859,875 roubles Debenture capital; in 1912, 10,584,200 roubles Debenture capital; in 1914, 25,875,000 roubles Debenture capital and again 11,594,000 Debenture capital—a total of 145,913,075 roubles. The 1908 loan was set apart for the construction of the main line (Lgov-Rodakovo); that of 1912 for the



A BEAUTIFUL VIEW ON THE NORTH DONETZ RAILWAY:  
A CHURCH PERCHED ON A CLIFF AT SVIATYA GORY

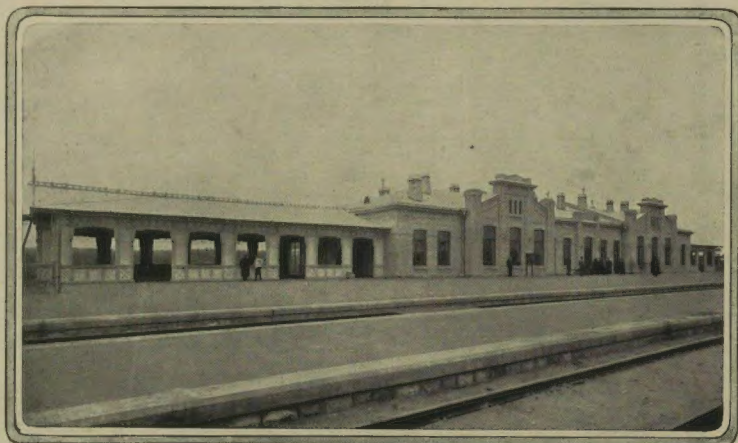
building of the Nikitovka branch; and the loans of this year for the Rodakovo-Likhaia line and for the expenses necessitated by repairs and the increase of rolling-stock on the completed parts of the system.

During the first financial period, which covered 114



ON THE NORTH DONETZ RAILWAY: THE KAMENOVOTAIA VIADUCT.

especially in the northern and north-western directions. So, a normal-gauge main line was built from Lgov station, on the Moscow-Kiev-Voronezh Railway, to Rodakovo, on the Catherine Railway. This line touches Kharkov, Zmiev, Izium, and Slaviansk, and crosses the Catherine and Southern Railways, after having passed the Governments of Kursk, Kharkov, and Ekaterinoslav. It has a total length of about 417 miles, and serves, chiefly, the mining enterprises of the Donetz basin.



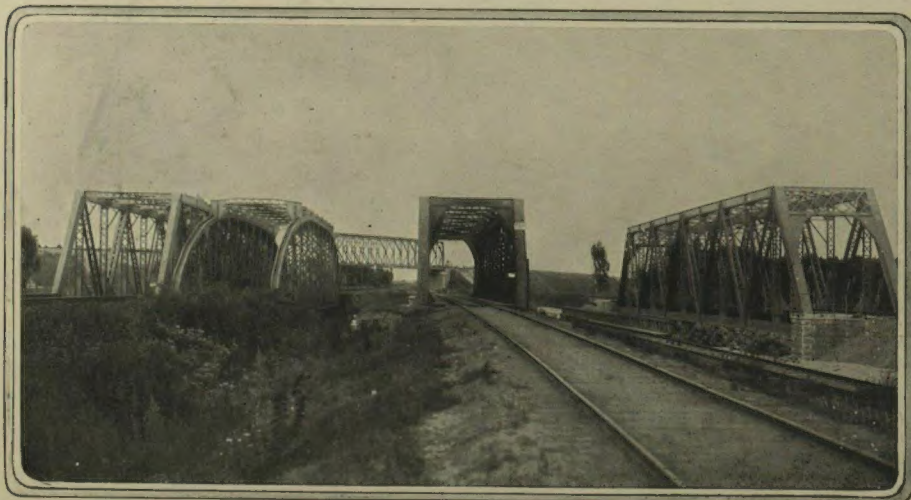
SHOWING, ON THE LEFT, THE SECOND-CLASS WAITING-ROOM: A STATION ON THE NORTH DONETZ RAILWAY.

days, from Sept. 7 to Dec. 31, 1911, the railway worked so satisfactorily that, after all financial and working expenses had been paid, it yielded a net profit of 255,338 roubles, 223,940 of which (over 9 per cent. on the share capital) was paid to the shareholders by way of dividend, and 31,398 of which went to the Government as its share of the profits, according to statute. It may be added that the Company did not have to have recourse to the Government's guarantee of the Debentures, a most unusual state of things in the case of a newly opened line. In the financial years 1912 and 1913 the results were as follows—

	1912.	1913.
Gross receipts .. ..	R. 13,768,043	R. 16,023,944
Working expenses .. ..	R. 5,876,810	R. 6,299,664
Net receipts .. ..	R. 7,891,233	R. 9,724,280
Financial expenses and obligatory payments..	R. 4,164,640	R. 4,280,728
Net profit .. ..	R. 3,726,593	R. 5,443,552
Dividend paid to share- holders * .. ..	R. 1,126,217	R. 1,960,888
Working expenses of the two years for compar- ison .. ..	42.68 per cent.	39.31 per cent.

\* The difference between the net profit and the dividend paid to the shareholders forms the share received by the Government.

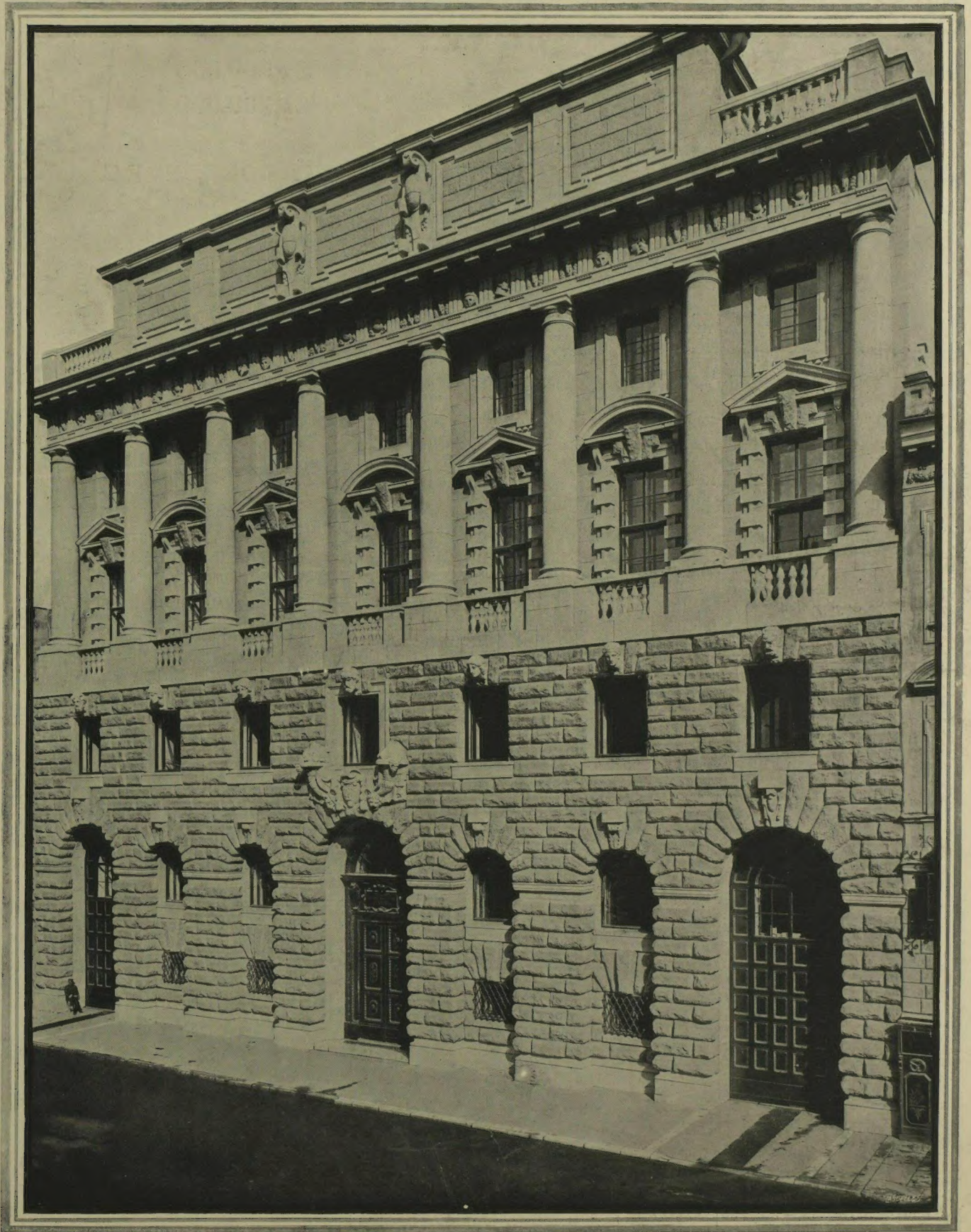
Such particulars as these show that, beyond doubt, the construction of the North Donetz Railway system meets the fundamental demands of the very important region it serves, and is a determined step in the direction of improved transit. From the figures, too, it must be noted, stands out a percentage of working expenses which constitutes a record for railways in Russia.



THE APPROACH TO "NOVIA BAVARIA" STATION: THE KHARKHOFF JUNCTION OF THE NORTH DONETZ RAILWAY.



## RUSSIA AND FINANCE: A FAMOUS BANKING INSTITUTION.



THE RUSSIAN COMMERCIAL AND INDUSTRIAL BANK: THE NEW HEAD OFFICES IN THE MORSKAYA, ST. PETERSBURG.

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Russia as well as in Caucasia, Siberia, and Turkestan, the Bank has been enabled to participate largely in the prosperity of the rich agricultural provinces of the Empire. It has also been identified with more than one issue of State Guaranteed Loans in St. Petersburg and London. Four years ago a considerable block of shares was purchased by British investors. The London Branch of the Bank is at 24-28, Lombard Street, E.C.



# BRITISH BANK for FOREIGN TRADE

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The Trust deals principally with Russian Government Guaranteed Railway and Municipal Loans, and has made, amongst others, the following Bond Issues:—

Principal and Interest guaranteed by the IMPERIAL RUSSIAN GOVT.	Amount.	Redeemable by Drawings at PAR.	Dividends paid each	Price 24th June, 1914.	Accrued Interest.	Nett Price.	Yield per cent.
4½ per cent. Bonds.							
Armavir-Touapsé Railway ...	£5,767,180	1914-1993	June Dec.	£94-£95	¾ month — £0 6 0	£94 4 0	£4 15 6
Black Sea-Kuban Railway ...	£1,913,760	*	May Nov.	£94-£95	1½ months—£0 13 0	£93 17 0	£4 15 10
Kahetian Railway ...	£1,400,000	*	March Sept.	£94-£95	3½ months—£1 8 0	£93 2 0	£4 16 8
Kokand-Namangan Railway ...	£402,100	1914-1993	April Oct.	£94-£95	2½ months—£1 1 0	£93 9 0	£4 16 3
Russian South-Eastern Railway	£3,096,300	1915-1953	April Oct.	£92½-£92½	Scrip. Coupon for 13s. 5d. 7/8 payable 14th Oct., 1914.		
Troitzk Railway ...	£3,695,960	1914-1993	April Oct.	£94-£95	2½ months—£1 1 0	£93 9 0	£4 16 3
GUARANTEED BY THE PROVINCE OF LIVONIA—							
Wolmar Railway ...	£179,880	1913-1993	June Dec.	£92-£94	¾ month — £0 6 0	£92 14 0	£4 17 1
5 per cent. MUNICIPAL BONDS—							
City of Baku ...	£2,857,140	1911-1960	Jan. July	£94-£95	5½ months—£2 4 0	£92 6 0	£5 8 4
City of Vilna ...	£449,160	1913-1975	May Nov.	£94-£95	1½ months—£0 11 0	£93 19 0	£5 6 5
ANGLO-RUSSIAN TRUST—							
4½ per cent. Debenture Stock ...	£500,000	1923-1943	April Oct.	£90-£92	2½ months—£0 17 0	£90 3 0	£4 19 10

\* In 8½ years from opening of Line for traffic.

The Trust does not deal directly in any Securities with the Public.

Copies of the last Annual Report, and full particulars of Issues already made may be had either at the Head Office, or from the Branch Office in Scotland, or from the Irish and Manchester Agencies as above.